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HONGKONG, MARCH 29TH, 1910.

Ir the published inverview in which GENERAL YIN CHANG, the new Chinese Minister fo War, informed a German journalist that he contemplated introducing universal military service in China be taken seriously, Europe and America will once again be reminded of the Yellow Peril. Visions of countless hordes of Orientals descending upon the two continents will be conjured up and people prone to alarms and scares will indulge in fears which have no other foundation than the baseless fabric of a dream. And all because the sw Chinese Minister for War has given expression to ideas of the Cemetery which had been used which, as all those with any acquaintanc of the great Empire know, he is incapable of realising or carrying out to any degree. Universal military service in China, even in a modified form, is impossible at present, and for the very good reasons which His Excer-LENCY anticipates will militate against his real, as the discussion on the Bill elicited scheme. China cannot provide the neceseary funds. That is the barrier to her progress in other directions, and until the he wished, and that the objects and reasons finances of the country are re-organised no of the Bill as stated in the memorardum great reform can be undertaken. That fact were wrong. In short, though it is wished scheme, however strongly it might appeal still-born death. Apparently the GENERAL presumably satisfied with the arrangements has been impressed by the sight of the well. | made and presumably unanimous in the rille I stanling armies of the German Em | ceremony which is to take place to-day.

with thes mighty force at her disposal can wield in the counsels of the nettens, and doubtless he has been stirted by the Georgia, Bay. He's of what China with her teeming inclious could do if she were provided with week. atmy. True, Chine has the men. Let all has not the money, and that difficulty likely to be insurmountable for a longer period than we need anticipate.

The position of China is very succinctly summed up in one of the books of reference in which she appears smong the three countries the others being the United States and Great Britain-which rely upon voluntary enlistment. The writer in question says: "Lack of a competent Governmental, and military directorate, and of a central control, absence of any organised financial machinery, want of trained instructors and leaders, diversity of population, inherent distaste for discipline military service, and prevalence secret societies must for many FOR THE COMPLEXION years to come exclude China from the category of military powers. An ambitious project provides for the formation, by 1920, of 87 active divisions, 37 reserve divisions, and 74 reserve brigades, a total of 1,150,000 combatants, and the eventual adoption of universal compulsory service. So far ten divisions and ten brigades (6,000 officers and 190,000 others) have been raised. These, though a notable advance on the old-time forces, are as whole ill-articulated and unavailable for employment in any one theatre. The best troops are quartered near Peking and the various provincial capitals."

Of course we can extend some sympathy to His Excellency YIN CHANG. Naturally on taking up his appointment as Minister for War he seeks to justify the selection made by the Grand Councillors, and desires to introduce some reform with a view making the army more serviceable, but like many other reformers in China who have found that the country was not prepared for their innovations he will have to realise that it is no use kicking against the pricks. The nearly £79,000 on an income of £577,000 during project may please the more patriotic sons of the Empire, but it is not practicable; neither, if we be candid, can we say it is desirable. Education and the development of her resources may be rightly regarded as having prior claims, because China's integrity being guaranteed she has little excuss for seeking to establish a large army. Besides, the spectacle of the great nations groaning under the burden of excessive rmaments, and the knowledge that despite the struggle in warlike preparations the tendency is towards universal peace, should induce other thoughts. China, profiting by the experience of others, may well pause before she enters the mad contest. Her policy should be to anticipate peace, not war, and by devoting her energies to making the utmost of what she possesses within her own borders, with an enlightened attitude towards her Western tutors, she publication. After that hour the supply is may yet lead the way towards that grand ideal, the dream of poets and preachers, universal peace.

Is November last the Legislative Council at the instance of the Sanitary Board passed an Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian religion other than members of the Roman Catholic Church and this enactment will receive its full perfection by the consecration service which is to take place this afternoon at the Happy Valley. It is perhaps difficult to understand why the burial ground in question was not dedicated before. The omission is a curious one, and probably had it not been for the agitation which arose over the interment of Chinese in the Colonial Cemetery the subject of dedication would not have been discussed. However, the question having been opened, it was deemed proper that as the Roman Catholics had of the English Cemetery, the other part Ministers, and is of opinion that it would confor the burial of persons of the Christian religion should be formally set apart by law for the interment of "persons professing the Christian religion other than Roman Catholics." The exclusion suggested in the title of the Ordinance is more apparent than the admission from H.E. the Governon that a Roman Catholic could be buried there if is so well known as scarcely to call for to make the ground a Protestant cemetery, mention, and it is certain that such a it is difficult to do so in more than name, but apparently that presents no difficulties to the patriotic sentiments, is doomed to a to the Protestant bodies concerned, who are

A Land Land Commission of March OF SECTION AND DESCRIPTION OF THE PARTY OF T 

at Singapore and the lat Marin, Las bear ricted at Singspore of obtaining flegal grade estion us a public servant and sentenced to two years' rigorous imprisonment.

London per s.s. Hita hi Mara to participate in the Anglo-Japanese Exhibition will play selections in the Public Gardens between 5 and

Mr. Alexander Montgomery Bruce (44), of 2 Polwarth terrace, Edinburgh, formerly of the Hongkong and Shanghal Banking Corporation, eldest son of the late-Major-Gen. A. A. Bruce, has left personal estate to the value of £11,956.

municated with the Board of Civil Administration requiring the said Board to inform the newspaper offices that if any military secrets be published their papers will be ordered to stop publication.

The increasing demand for China tea Great Britain is illustrated by the figures of the official returns, which show an increased consumption of 533,000lb. for the five months September, 1909, to January, 1910, compared with the previous similar period.

It is stated that the British Museum acquired for the sum of nine thousand pounds the most important collection of Oriental paintings ever offered in England. They range from the eighth to the eighteenth centuries an belong to the Chinese school.

The report of the Western Assurance Co., which Messrs. John D. Humphreys & Son are the local agents, shows a trading profit of the year ended 31st December last, a result which the Company's policy-holders will doubtless appreciate.

world trip seem to have had a particularly good! case was adjourned. time at Manila. A local journal refers to their departure in the following headlines: "Breaking home ties enacted at wharf when Cleveland sails. Many fond farewells and hundreds se the visitors off."

A.D.C., The Buffs will (weather permitting) left on Surday evening, expecting to reach Troop the Colour in H.M. Dockyard at 12.15. Hongkong some four hours later, were delayed play to connect it with the U.S.A., and the p.m. on Thursday, the 31st inst. Those by a low tide and a heavy fog. The Houngehan wishing to witness the ceremony can gain was the first to cast loose from her wharf at play proceeds, for the alluring American twang admission to the Dockyard by presentation of Macao, Many of her passengers, observing the their visiting cards at Musray Road entrance.

Two natives appeared before Mr. J. R. Wood at the Magistracy yesterday on charges of returning from banishment, and one was further was not proceeded with, but for returning from banishment each man was sentenced to twelve months' imprisonment and four hours' stocks.

Chao Erh-haun and Lien-yu have wired asking the Peking Government that as there are many foreigners at Grantze in Tibet and precautions have been effected against any troubles caused by Tibetans with sufficient number of troops. the Peking authorities will negotiate with the British Minister to appoint a British Consul at

According to the Chinese Press, although the Grand Councillors have recommended Six Liang Cheng for the post of Minister to Germany, in place of H.E. Yin Chang, recalled to the charges against him made by Vicercy Yuan Shu-haun in connection with the management of the Canton rallway are still pending, and for this reason his appointment is very unlikely to be confirmed.

It is reported from the Imperial Palace that the Prince Regent attaches great importance to the coming inaugural meeting of the Senate in Peking and proposes to attend this memortrayene the regulations for the Prince Regen to attend the Sanate and its deliberations, added to the fact that the question of his sest would also be a matter of difficulty. A request was, therefore, made asking his Highness to refrain from attending and the suggestion has been resolution calling upon the Government to estab-

The Chinese of Cebu have formed benevolent association, and the articles of incorporation have already been drawn up and are Germany in the competition for the command in the hands of the division of archives of the executive bureau for registration under the law-The association has been formed for the purpose of building a new Chinese hospital and imis to be abandoned and a new one constructed at a cost of P10,000. The association has a capital of almost P20,000 raised among the Chinese of Cebu. All indigent Chinese people will have the doors of the hospital thrown open to them and their remains will find a resting place in the newly laid out cometery free of all charge. | factory results of his inquisies,

Mr. M. J. Patell, & Parel merchant and the proprietor of Mesers. Patell & Coy-Calcutta, Hongkong, Canton and Hankow, was entertained to dinner at the Zorosatrian Club. on Setarday last on the occasion of his leaving

the Colony on holiday. He was also presented with a fine carved silver flower-holder by the chairman, Mr. P. P. Bhroff, on behalf of the merabers as a token of their appreciation of his generous support to the club.

The Japan Industrial Bank has closed its Booul banch, making the Bank of Korea its agents in Kerea. The bank opened business in that city four years ago and rendered good service to the industrial finances of the country. On account of the establishment of the Bank of Kores, it has been considered that there is no longer any necessity for the Industrial Bank to take part in Korean monetary affairs and honce its withdrawal has been decided upon.

The Magistrate of Shanghai native city has reported the consus of Chinese in Shanghai to The Japanese Military Band en route for the Provincial Treasurer of Kiangsu as follows: -In the native and of Shanghai-number of houses, 31,592 (and 9,262 houses attached thereto); males, 129,055; females, 75,333; chiliren of the age of education, 5,776; youths, International Sattlement - Native Chinese, 169,001; Chinese from other places, 221,397; Foreigners, 11,497. French Concession - Natives about 70,030, Foreigners

During a trial at Manila it was shown that The Chinese Military General Staff has com- the opium smoking Chinese are driven to strategy in order to be able to indulge in the use of the proscribed drug and evade arrest by the agents of the bureau of internal revenue. Kao Co was charged with two others with having been caught smoking, and during the trial it developed that these men, Kao in particular, had been accustomed to hide themselves in a large vat set in the ground like a well, and having covered themselves over carefully with potate, had quietly smoked without fear of detection. On the day they were arrested the vat was full of hides and tamning mixture and they had to go elsewhere to smoke with the resul that they were caught in the act.

EUROPEAN CONSTABLE ATTACKED.

On Sunday Constable Atwell arrested hawker at Wanchai for causing an obstruction. No sooner had the constable laid hands upon the hawker than the latter's father is alleged to have sprung upon him and, assisted by his son, to have roughly handled the policeman. The constable's whistle was wrenched from its chain, the puggery was torn from his helmet, and he bore other marks of the attack of his assailants, who were charged before Mr. J. R. Wood at The American tourists doing the round the the Magistracy yesterday. The hearing of the

#### BELATED EXCURSIONISTS.

The two excursion steamers which ran to Macao on Sunday were filled with passengers, me visiting the Holy City for the day and By kind permission of Commodore Lyon, others to return on Monday night. Those who Dollar Princess" to a crowded and delighted state of the tide, rightly supposed that she asquence boarded the On Lee for the return journey. The Heungshan, however, was first into deep water, and reached Hongkong at 10.30 churged with stealing a jacket. This charge | p.m., while the On Lee's passengers did not land here until 1.30 a.m.

PUBLIC GAMBLING IN SHANGHAI Mr. Tandale, in moving the adoption of the report and accounts of the Shanghai Municipal Council last week at the meeting of ratepayers, said :- Gentlemen, - We have closed the Alham. bra, it may he hoped in perpetuity. The means which we adopted were not those which would commend themselves to a purist in legal procedure, but they were those which I venture to think will commend themselves to this cosmopolitan, though none the less common-sense community, for the reason that they achieved their end and the end has justified means. Now, gentlemen, I must explain that our action in this matter is not to be regarded as indicating an intention to assume on the part take up the Presidency of the Ministry of War, of the Council the right to enter the premises of any resident without a warrant, but, as guardians of the welfare of this community, it is at times necessary for na to interfere in matters which it may be argued are strictly speaking beyond our province. That all that transpired in connection with this matter has not and can never be made public, must be obvious to any of you who have read between the lines in the correspondence contained in the Annual Report. To those who would criticise our action I would say, that we have no desire to form a precedent, or to defend the course we pursued upon legal grounds, but the result able ceremony. The President, Prince Pu Lun, should be a warning to them, be they private inbeen in possession for years of a portion it is stated, has conferred with the Government dividuals or Government officials, that this community refuses to be exploited for the what may be the cost.

#### COMMAND OF THE AIR.

The Reichstag on March 1st adopted lish at Friedrichshavan, under the direction of Count Zeppelin, an imperial institute for acrial navigation and aviation. Speakers of nearly all parties urged that everything should be done to prevent other countries from overtaking

The Secretary of State for the Interior, Herr Delbrusck, rather discouraged the proposal, which, he said, was opposed by the Treasury for financial reasons. A better plan would be an proving the Chinese cometery. The old hospital organization in which the empire would only participate through contributions and have corresponding there of the sontrol. It would also be well to have an experimental station, where all technical movelties could be tested. It was his intention to put himself into touch with experts in order to apertain what was practicable and what the expense would be, and peaceful farming implements, and more are he hoped soon to be able to communicate satis-

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REUTER'S BERVIOU TO THE "HONGKON DAILY PRESS."

#### AMERICAN BATTLESHIPS FOR MEDITERRANEAN.

LONDON, Murch 28th. the American Government has decided to send the Atlantic Battleship Fleet to cruise in the Mediterranean Sea

#### RUSSIA'S NAVAL PROGRAMME.

during the month of November.

LONDON, March 28th. It is stated that the Government will shortly introduce in the Duma a programme of shipbuilding amounting to £75,000,000; covering the next

#### FORWARD POLICY IN INDIA.

London, March 28th. Indo-Bhutanese amended Treaty has been signed, whereby Bhutan receives an annual grant 100,000 rupess from January 1910. Bhutan agrees to be guided by the advice of Great Britain regarding external relations, and the British are empowered to interfere in internal taffairs in Sikkim and Kuchbehar. In the event of disputes arising Great Britain is to arbitrate.

The "Standard" congratulates the Indian Government on this agreement, which in view of China's forward policy, it considers was concluded none

#### "THE DOLLAR PLINCESS."

At the Theatre Royal last night the Bandmann No. 1 Opers Company introduced "The house. There is sufficient in the title of this and ways lend to the piece much of its charm, Mr. Fred Coyne fills the role of an American would not be able to cross the bar, and as a con. multi-millionaire to perfection, while Miss Florence Beech as "Alice." the millionaire's sister, acts her part with all the grace and naturalness with which "Princess Alice" captivates her compatriots. Mr. James McGrath. as "Freddy Fairfax," is a typical young Englishman of marked urbanity and little cash Mr. Harry Cole makes his bow as "Mr Bulger", the millionaire's confidential clerk, and his irrepressible humour, as usual, shatters the seriousness of his auditors, who are compelled to laugh with him and to laugh at him. Miss Wilmot Karkeek as "Olga ", a lion queen and a Russian Countess with an unpronounceable name, holds the attention of the audience, while the other characters in the caste combine with the principals in making a success of a comedy which, if repeated after the second night, would still attract a full house to the City Hall.

#### DEVELOPMENT OF MORO LAND.

The progress made in the More Province was the theme of an interesting interview which appears in the Cablenews American. Charles F. Bichmond, district auditor of the More Province, was very enthusiastic regarding the general condition of affairs in the Moro province and said that everything is having the Crown Colonies will have ministerial chiefs an upward tendency there. At Davao, for instance, the occount men are jubilant over their them in doing their work. prospects and are making money. He said that several of them have stated to him that they had started in with an infinitesmally small capital and that for some little time past they had been enabled to make a good living and two or three hundred peros per month beside. plantations get older their income will correspondingly increase. Rubber is also destined lying over the Sea of Japan yesterday is to become a big industry in Mindanso. according to Mr. Richmond. He stated that the samples of this article sent back to the United States had compared favourably with is inclined to fall again over China. Another other like products and that it would be but a depression is probably developing over the short time before rubber would be one of the Yangtze valley. big products of that island. Although the price of hemp still continued rather low, the tendency North, and over the Pacific in the neighbourwas towards a slight increase and the growers were kopeful that before long it would be even better. The lumber industry also, said Mr. Richmond, was greatly increasing and he had heard that before long several new companies were to be started to exploit the woods of that province. On the whole, times are good in the More Province, and are steadily getting better. The difficult of mouring sufficient labour to work the plantations is the one great drawback to a rapid development of the land, but even that is commencing to be solved. The Moros except in a few isolated instances, are peaceful new and are giving up the kris and gun for the more

The A. B. C. of Go, the National War Game of Japan, by W. A. DE HAVILLAND. Hongkong: Messrs, Kelly & Walsh.

Japanose "Go" is not more pushfulness, a characteristic of the race, but is the name applied to a game of strategy, or the national war game of Japan as our author describes it. This game is played on a board usually consisting of a heavy block of yellow stained wood, generally from three and a half to five inches thick, and resting upon four small supports. Instead of the familiar black and white squares of foreign chess boards the whole surface is of A Washington telegram states that the same colour, the field of play being divided into parallelograms or squares by means of cross lines making eighteen squares to a side. The pieces or men consist of smooth stones of elliptical shape and somewhat resembling buttons and number about 180 of each kind. The object of the game is to capture unoccupied territory and to hold what has been gained.

"Go" is described as a "highly intellectual game in which strategic ability is played to great advantage. . . . It requires cool judgment and skill and ranks with chess in European countries." Curiously enough in China, the land of its origin, the game is no longer popular. but in Japan it is par excellence the game of the educated classes, though universal enough to be called the national game of Japan.

The author gives a very lucid explanation of the rules of the game, illustrated by diagrams, and with this excellent little guide it should not be difficult for anyone to learn how to play.

The Newspaper Press Directory for 1910. C. Mitchell & Co., Snow Hill, London.

There are now a considerable number of these useful compilations, but Mitchell's is the oldest. and, like most old institutions which march with the times but avoid modern catchpenny methods, it is still well in front. It is up-to-date, reliable, simple in its classification, and ample in its indoxing. It is as interesting as it is useful, containing several well written articles, full of information not only to newspaper mon, but to moreantile men, and manufacturers, especially those on Colonial and foreign trade, showing where opportunities exist and of what nature.

#### A SENSIBLE DECISION.

Under the above heading the Manila Cablenews American says: Anyone who is familiar with the legal injustice done to so many Chinese residents of the Philippine Islands in the name of the Chinese exclusion law will be glad to know that the Supreme Court has sustained the sensible finding of Judge Crossfield, that there is no authority in law for deporting a bond fide Chinese merchant doing business in the Philippine Islands. The decision is an ossis in a decidedly arid desert of constructions of

the Chinese exclusion law. We do not know by what process of reasoning the court reached its decision in this case, but evidently by the more simple, rational and direct What would be harder to follow would be the meandering logic by which some other judicial conclusions on the Chinese exclusion law have been reached.

There are hundreds of other Chinamen in Manila in the same condition as Tan Sam Tao, the principal in the case just decided by the Supreme Court. This Chinaman, who was shown to own P.1,000 worth of stock in a concern doing a legitimate business in the Philippine Islands, was arrested for not having a certificate of registration. The immigration authorities proceeded on the doctrine that the man was not a merchant because he did not buy and sell in his own name at a fixed place of business and the rest of the stuff by which a merchant is defined in the Chinese exclusion act.

To the credit o: the Supreme Court and of Judge Crossfield, who decided the case in the first instance, a precedent that follows the rules of common sense has been established. The court holds in substance that the essential thing is that the Chinaman be a bona fide merchant in the generally accepted definition of that term.

#### THE UNDER-SECRETARY FOR THE COLONIES.

Colonel Seely is a popular and well-meaning man, remarks a Caylon paper, but he knows nothing of the Colonies over which he is in such important charge. We are suffering badly in Ceylon from the application of academic Western principles to our local system of Government, and we should be spared such stupid experiments if we only had at the helm in Day ing Street statesmen who knew from practical experience the conditions which previ Greater Britain and particularly in the Crass Colonies. Colonel Seely is not exactly like the famous statesman who, when appointed Secretary of State for the Colonies, sent for a map of the world to see where they were: he at least was in South Africa as a Yeomanry officer for a year, and probably knows the geography of the Empire sufficiently well. Some day we shall have round men put into round holes, and then who will have a lifetime's experience to aid

#### WEATHER REPORT

The Hongkong Observatory yesterday issued On the 28th at 12.10 p.m.—The depression moving away over the Pacific to the North of The barometer has risen over Japan, while it

Pressure is highest over Manchuris in the

hood of the Bonins in the East. Moderate E, and S.E. winds may be expected in the Formosa Channel and over the northern

shores of the China Sea Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--Hongkong & Neighbourhood(\*) Formess Channel ... Same as No. 1: South coast of China between ) Same as No. 1. Hongkong and Lamocks.

South coast of Chins between 1 Same as No. 1 Hongkong and Hainan ... (") E. and S.E. winds, moderate; cloudy. fog or mist

#### SHIPPING NOTES.

It is understood that further important docking facilities at Portsmouth are in comtemplation in view of the greater accommodation which will be required for the ships of the Dreadmought class. The proposed addition will be a large dry dock parallel with the present new dock, and it is expected that this will lead to the provision of more basin accommodation also.

Local shipping has suffered considerably during the past few days from the presence of foge. Not only the riverine craft have been delayed, but many of the coasting steamers have arrived behind schedule time, and these in charge have not been sorry to reach port and end the period of anxious watching.

The British steamer Knight Errant, laden with 10,000 tons of beans from Vladivostok, collided with ice-floor and sustained severe damage. According to a telegram from Tokyo to the N.-C. Daily News, dated March 17th she sprung a leak and was in danger of Water Police and firemen came to the as another example of legislature meddling at A. G. da Rocks, O. F. Rosario. Starters, rescue and prevented her from sinking. The the bidding of a few irresponsible uneasy spirits Messrs. A. E. S. Alves and J. M. V. Remedios; Knight Errant is a steel formasted steamer of no practical experience in matters that are Time-keepers: Mesers C. M. S. Alves and J. O. of 7,454 tons, and was built in 1898. The owners always better regulated when left to the mature Remedies. Clerks of the Course: Messas. are the Knight S. S. Company, Ltd., of Green. judgment of masters and men. "The

by a telegram from Cape Town on March 3rd find employment outside the affected zone. The bourhood of Mossel Bay. A most significant way, which was found three weeks ago, has been sent to the builders of the missing liner Waralah, with a view to identification. It will be remembered that the Waratah left Durban for Cape Town on July 26 last, with nearly 200 persons on board, and was seen the next day in a violent storm. Since then she has not been heard of, and was recently posted at Lloyd's as " missing." Mossel Bay is about 250 miles from Cape Town, and 600 miles from Durban.

Following upon the denial that there was any truth in the report, it is now announced that the Hamburg-American Company contemplate the construction of a passenger steamer of mammoth dimensions. A couple of years ago, it will be remembered. Herr Ballin had a similar object in view, and entered into a contract with Messre, Hurland & Wolff for the building of the biggest ship in the world, to be called the Europa. As events proved, the condition of the Atlantic passenger trade was momentarily unfavourable for the enterprise and the contract was annulled without loss to the Hamburg-American Company. Subsequently the White Star Line resolved to build two monster steamships at Messrs. Harland & Wolff's yard, and the first of these widesproad request to The Times :- "You are to boys under 10 years of age. Post entries. -the Olympic- is to be launched in October. Instead of ordering his big ship at Belfast Horr Ballin has now given the contract for it to the the decision means the loss to British shipbuilding of an order worth anywhere from a million to a million and a half. On the other hand, it has to be remembered that Mesars. Harland & Wolff would have no vacantalip for some eight months to come, and these big vessels take a very long time to build. Finding his company in better financial fettle, Herr Ballin may well desire that no time should be lest in putting the Europa in hand without delay. This rather assumes, however, that the Vulcan Company can hasten the serious preliminary arrangements necessary for the construction of a ship excelling the Cunarders in size. So far, the biggest merchant ship which any German shipbuilding company has produced is the George Washington, of 27,000 tons, for the Norddeutscher Lloyd. The Europa will mark a further stage in the progress of the German shipyard.

The Cunard Company has not been long in deciding about its future policy in relation to Queenstown. The call of its homewardbound steamers at that port, which was tentatively abandoned during the winter, Is not, it is now officially announced, to resumed during the season. The mail steamers Il until further notice continue to proceed from New York to Fishguard, and thence to Liverpool. But the Irish port will not be altogether ignored. The Caronia and the Carmania. which during the season leave New York every other Saturday, and the Cunard steamers sailing from Boston will still call at Queenstown. These are presumably considered adequate facilities for American patrons of the Cunard who wish to tour in Ireland. The decision now arrived at will not be welcomed by Queenstown, but it is the inevitable corollary of the success of the Fishguard route to London and the Continent. There will be no alteration in respect of the outward call of the Cunarders at the Irish port.

Dependence on foreigners and Asiatics for the manning of many British ships is a regrettable feature of the age. But while there is general agreement that the British sailor is the right man for the British forecastle, there is a ourious divergence of opinion among shipowners as to the reasons why the alien so largely supplants him. Mr. Lawrence Glen, a Scottish chipowner, urges that the status of the British seaman requires to be raised. He declares that owners would give each man a room to himself and overy other comfort if that would only induce good seamen to come forward. With a view of avoiding the contaminating tone of the modern forecastle, he suggests the shipment of better men in groups. Such seamen would, however, presumably have to be permanent hands, and existing conditions appear to render that impossible, except in particular cases. But Mr.

ment are discounted by Mr. T. Royden, deputy chairman of the Cunard Company, who has just been telling the experience of a firm which tried the experiment of providing a very comfortable forecastle, with baths and other conveniences. with a view of attracting good British crows-The enterme was disastrons. Despite the additional comforts of the ship, the crew gave so much trouble that the shipowners were compelled to take on Asiatics. Mr. Royden repudiates the suggestion that Asiatic crews are chesper, and asserts that look of discipline, largely due to foolish and irresponsible legislation, is the real trouble so far as the British seaman is concerned. "When we find shipowners and captains united in preferring Asiatic seamen, it shows," says Mr. Hoyden, "that there must be something rotten in the state of affairs."

The Eight Hours Act has proved a veritable thern in the flesh for British shipowners, and this just at a period when they were reasonably hoping for good times. At the annual meeting Osmund, C. M. P. Remedios, P. of the Moor Line Sir Walter Runciman spoke out strongly on the subject. He described certainty," said the speaker, " of what is going to happen is most perplexing. We have severa Interest in the Waratah mystery was revived boats ready for chartering, and have to stating that a quantity of wreckage has lately rest I am sending as far out of reach as possible. been washed ashore at intervals in the neigh The Moor Line since the Act came into force has lost at our lowest estimate over £2.000. object is a cushion, marked W., while a hatch. The aggregate less must be enormous." What with coal-trade troubles at home, and the prolonged dispute in Australia, the gilt has been largely taken off the gingerbread.

#### AN INTERESTING CUSTOMS DECISION.

A decision that is of interest and importance o importers of foreign made goods into the Philippine Islands has been handed down by the Supreme Court in the case of Murphy, Morris & Company-versus the Collector of Customs.

Murphy, Morris & Company acted as brokers for Mesers, Moll, Kunzli & Company in connection with a shipment of goods. On the face of the invoice the shipper of the goods declared that he was the seller and added to the account for the goods a charge as commission on which a duty was levied by the collector of customs on the ground that it was a part of the

valuation of the goods. The importers protested the charge, but the lower court found that the shipper being the seller the duty charged was a legitimate one. Had the shipper been a purchasing agent only the charge for commission would not be taxable. The Supreme Court has affirmed the decision of the lower court.

#### MEMORIAL TO DR. CAWAS LALCACA.

Sir M. M. Bhownsgree, writing from 177; Cromwell-road, London, S. W., sends the following circular which he has issued in obedience to a probably aware that in Bombay and Hongkong there have been raised funds to perpetuate the memory of the late Dr. Cawas Lelcaca, who met with his death in his attempt to interpose Vulcan Company. Strictly speaking, therefore, in the fatal attack on the late lamented Bir Jurzon Wyllie. There is a very general feeling here in England that some memorial should also be raised in London to Dr. Lalcaca, so as to preserve the memory of his brave deed in the country where he fell, and to enable those who have not had an opportunity of subscribing in India or Hongkong to join in doing honour to his memory. A certain number of friends have already kiven or promised me subscriptions for that purpose, amounting to about £50, and by their desire I am now sending round this appeal so as to make the project more widely known. The Hongkong and Shanghai Banking Corporation, 3', Lombard-street, E.C., has kindly consented to open an account under the designation of 'Dr. Cawas Lalcaca Memorial Fund, London, and if you feel disposed to subscribe to it I shall thank you to fill up the enclosed form with your name and the amount of your subscription, and send it direct to the bank with a remittance. which the bank will duly acknowledge. After the subscriptions are received, a meeting of the subscribers will be called to decide the form which the memorial should take."

#### SCARCITY OF TRAMP STEAMERS.

An unusual feature in the freight market situation, says the Shipping World, at the moment is the scarcity of large carriers ranging from 5,000 to 7,000 tons. As a rule this class of steamer has been all too plentiful in recent years, and has not infrequently overcrowded the arket to the detriment of rates of fraich But in the last few months there has been a notable diversion of such steamers into longdistance trades, and in the fulfilment of their charters they are kept out of the market. The Australian miners' strike, for instance, has been responsible for absorbing a vast quantity of tonnage to carry coal to the Commonwealth from this country, from America, from India. and from Notal; while incidentally the same strike has created a demand from the West Coast of South America for British coal, thus employing a good deal of tonnage on a long Atlantic and Pacific voyage.

Then the remarkable development of the soyn bean trade between Manchuria and Europe has similarly drawn a large amount of tounage into another long-distance trade; and the activity of the Eastern markets during the last three or four months has been notorious, giving ship. 30 years of age, Post Entries. First prize owners the first chance they have had for some years of securing really profitable business. Add to this the effect of the River Plate "slump," which has been followed by a wholesale despatch of steamers in ballast from that centre to the East, and it will be perceived that

a combination of circumstances has arisen to

make large tramp steamers scarce. The result is now felt in the coal trade, which has to be content with smaller carriers-vessels of 2,500 to 3,500 tone withdrawn from the Bay and Baltic trades. These vessels are not capable of handling the quantity of coal which merchants find it necessary to ship from the Welsh. North-East Coast, Yorkshire, and Sectch ports; and practically spenking, nearly twice the number of boats is being employed to do the customary work of the coal trade. In the circumstances, it is not surprising, mays. the Shipping World, that rates of freight are firm and rising in the coal trade, and that an advance on the 7s. Genoa basis now obtainable is regarded as highly probable. Not often of late has the shipowner found himself with the ball at his feet, but certainly it is there just now, and he will do well to make the most of it, Glen's views as to the importance of environ. for the situation is one which will not last long.

#### LOCAL SPORT.

LUSITANO RECREATION CLUB.

The fourth athletic meeting of the Lusitano Recreation Clat was held at the Recessures at Happy Valley yesterday afternoon. weather was delightful, the attendance was exceptionally large, and the conduct of the officials left nothing to be desired. Throughout, the sports went with that pleasing swing which indicated the close attention of the promoters. and the pleasures of the afternoon were enhanced by the pleasing music contributed by the Band of the 13th Rajputs under Bandmaster Coke. The officials were:

President, Commendador J. J. Leirla; Vice-President, Mr. A. G. da Rocha; Hon. Secretary, Mr. C. M. C. V. Ribelro'; Hon. Treasurer, Mr. C. M. B. Alves ; Hon. Assistant Becretary, Mr. A. J. C. V. Ribeiro ; Judges ; Messrs. Leo d'Almada e Ceatro, J. C. Barretto, A. O. Barretto, D. P. J. Lopes, J. D. Club. Roza, M. E. da Silva; Referee: Mr. C. V. Ribeiro, Handicappers : the measure as a disactrons experiment, and Messes. C. M. S. Alves, A. J. C. V. Ribeiro, J. M. Britto and E. M. O. Remedies.

Committee: Mesers, J. A. S. Alves, J. M. Alves, F. J. Barretto, F. X. Britto, H. J. M. Carvalho, C. M. Castro, A. A. Cordeiro, B. M. Cunha, E. J. Figueirede, F. A. Hyndman, E. J. Noronha, A. F. Osmund, F. M. Roza Pereira, S. Pinna, I. Rocha, J. T. Silva, R. C. Silva, A. M. L. Soares.

Results of the various events were

120 YARDS FLAT RACE. (Handicap). First prize presented by the Members of the Catholic Union. Second prize presented by Messra. Jorge & Co. J. F. Castro

F. H. Hyndman Time-11 4/5 secs.

HURDLE RACE .- 120 YARDS (Handicap). First prize presented by the Victoria Recreation Club. Second prize presented by Mr. J. M. E. Machado.

R. C. Silva R. A. Carvalho Bots' RACE-220 YARDS. (Handicap).

presented by Mr. G. J. Sequeira. Second prize (scratch); 3, C. H. Lyson. Time-12 secs. presented by Mr. O. F. Ribeiro. E. M. Castro ... 1 J. Gomes ... 2 BICYCLE RACE, 1 mile. (Handicap). First

prize presented by Sir Hormusjee Mody. Second prize presented by Messrs. J. C. dos Remedios F. J. Brown, 50 yards ... 1 C. Sequeira, acratch ...

Time - 3 min. 20 secs. BOYS' RACE-120 YARDS, (Handicap). Open First prize presented by Mr. A. G. da Rocha. Second prize presented by Lusitane Recreation

GIRLS' RACE, 100 YARDS. (Handicap). Open to Girls under 10 years of age. Post Entries. First and second prizes presented by Hongkong Co-operative Society.

L. Gomes ... 1 THESE-LEGGED RACE, 100 YARDS. First prize presented by Mr. A. A. Cordeiro. Second prize presented by the Lusitane Recreation Club.

A. J. C. V. Ribeiro and F. A. Barradas I P. A. Yvanovvich and E. A. Silva 2 BICYCLE RACE, 2 miles, (Handicap). First prize presented by Mr. A. M. L. Soares. Second prize presented by The Eastern Print-

F. M. G. Ozorio ... ... 1 F. J. Brown

Time-7 min, 7 secs. HALF-A-MILE FLAT BACE. (Open to Eu, ropean Sailors, Soldiers and Police.) Three

100 YARDS FLAT RACE (Challenge Cup)

Presented by the Members of Club Lusitano, To be won three years in succession before becoming the property of a competitor, First prize presented by the Members of the Sociedade Philarmonica. Second prize presented by The Members of Boys' Own Club.

J. F. Castro F. H. Hyndman

Time-10 2/5 secs. 400 YARDS FLAT RACE -Confined to Sailors of Portugueso Men-of-War " Vasco de Gama, Rainha D. Amelia" and " Patrin." 3 prizes.

J. Setnbal .... J. Ferreira ... A. Livan Time- 53 secs.

120 YARDS FLAT RACE. (Handicap). Over resented by Commendador J. J. Leiria. Second prize presented by Messrs. Graca & Co. J. Alves

A. A. Alves ... 2 Time-14 secs. 440 YARDS FLAT RACE. (Handicap). First prize presented by the Members of the Club de Recreic. Second prize presented by Mr. J. C.

Barretto.
F. J. Brown ... 1 J. F. Castro 2 Time 53 secs. LADIES' NOMINATION - First prize presented by Mr. F. B. da Silva. Second prize presented

Messrs. Noronha & Co. Mr. C. H. Lopes, nominated by Mrs. Remedies
Mr. J. A. P. Rocha, nominated by

Mra Rocha 120 YARDS FLAT RACE-Heavy-weight over 170 lbs. (Handienp.) Post entries. First prize presented by Mesers Barretto & Co Second prize presented by Mr. F. A. Gomes. J. D. Osmund ... ... ... 2

THE PARK HOLD IN SUPERIOR

BACK RACE, 50 YARDS.—First prize present ed by Mr. J. M. Alvos. Becoud prise presented. J. M. Britto A. J. C. V. Ribeiro

22 | YARDS FLAT BACE- (Championship). Open to all bond fide Amateurs in the Colony, under Rules of the A. A. A. Post Entries. First prime presented by the Lauitano Recreation Club. Becould prize presented by Mesers. Visira & Co. Lance-Corporal Andrews, Buffs, ...

F. H. Hyndman Time-22 2/5 sees., one second under previous

HALY-A-MILD FLAT RACE (Handicap) .- First rise presented by Messrs. Crus, Basto & Co. Second prize presented by the Members of the Club Venntorio.

J. A. Yvanovich P. A. Yvanovich Time-2 min. 01 sec. Tug-or-WAR for Portuguese Sailors .- Out of three pulls the Vasco de Gama easily beat the

TEAM BACE, 220 yards.—First and Second prizes presented by the Lusitano Recreation

C. H. Lopes (capt.), P. A. Yvanovich, J. A. Xvanovich and J. Fonseca ... 1 J. M. Roza Pereira (capt.), J. Corveth, F. J. Baretto and A. C. Rozario ... 2 COMBOLATION RACE, 120 XARDS. - Open to all competitors who have not won a prize. (Open Eyents barred.) First prize presented

the Hongkong Printing Press.

prize presented by Messrs. Grace & Co. L. Cordeiro J. M. Ross Pereira On the conclusion of the sports Mrs. A. da Rocha presented the prices, and was accorded three hearty cheers and a "tiger" for fulfilling

#### CHINESE Y.M.C.A. SPORTS.

Though the weather was warm on Saturday last a most successful and enjoyable afternoon was spent by those participating in the Chinese. Y.M.C.A. sports at Causeway Bay. There were the construction of the Shanghai-Hangchowthirty-six entries in all and some very close and interesting races. While no records were broken good time was made in some events. The hundred yards was done in twelve

seconds and the 440 in 59 1/2. The Band of the Mahrattae added much

the enjoyment of the proceedings. The following is a list of winners and events Long Jump-1, J. M. Dyer, 15 feet 4 inches (penalised 6 inches); 2, H. Mahomed; 3, C.

100 YABDS HANDICAP:-1, N. Mahomed Beys from 10 to 15 years of age. First prize (receiving three yards); 2, Kwok Shiu Yan

VETERANS' RACE; 1, M. Fernandez, 2, 1 Gittins. PUTTINGTHE SHOT: -1, J. N. Dyer (penalised

6 inches), 24 ft. 5 in.; Geo. Lee, 24 ft.; 3, Wong Chuk Kwong, 23ft, 4in. BICYCLE RACE. One Mile:-1, Geo. Lee. 4 min. 9 sec., 2, A. E. Moy Hing.

GIRLS' (under 10) HANDICAP :- 1, Alice Danenberg; 2, Daisy Gittins; 3, Ella Rogers. THREE-LEGGED RACE -1. Mahomed and Dyer; 2, Tsang Sam Ho and Kwok Shin Tan

3. Geo. Holt and Wong Po Koung. BOYS' (under 12) HANDICAP .- 1, He Ch Wing; 2, Si Loung; 3, Kwong Hing Sang.

LADIES' NOMINATION.—In this race the ladies were given a cardboard and the gentlemen ran a hundred yards with a pencil with which the lady draw the likeness of a pig. count was made allowing 80 per cent. for the drawing and 20 per cent, for speed.-1, C. Lyson, nominated by Miss Gittins; 2, Wong Chuk Kong, nominated by Miss Ho Sin Ting. 3. Chu Pak Yuen, nominated by Miss Violet

TEAM RACE.-Won by the Yellow Team composed of Messrs. Wong Lyson, Wong Shiu Ki, Wm. Wong, Wong Po Kie.

OBSTACLE RACE, Distance 220 yds, yards to tables under which the runner was were carried to the finish after having been passed under four coils of the tug of war rope.-1, J. M. Dyer; 2, N. Mahomed; 3, Chu Pak Yuen.

CONSOLATION RACE, 100 yds .- 1, Wong Sau Nin; 2, Wong Po Kie.

Tug of WAB. - Dr. Ho Nai Hop's Team best J. M. Wong's Team. 440 YDS, HANDICAP-1, Mahomed (receiving

20 yards); 2, Chin Ching Po (receiving 40 yds.)

EGG AND SPOON RACE-I, U. H. Lyson 2. Kwok Shin Yan ; 3, Geo. Holt.

### INTERPORT GOLF.

On Friday and Saturday last a Hougkoug team was to have competed with a Shanghai quintette for the Shanghai Challenge News was received from Tientsin, Kobe and Yokohama that these clubs would not be abl to compete for the Challenge Cup.

#### BRITISH AMATEUR BILLIARD. CHAMPIONSHIP.

The competition for the Billiard Association Amateur Championship was continued at Glasgow on March 2nd, when Mr. R. Blair (Scottish champion) and Mr. Edgar Thomas (Wolsh champion) played their heat of 1,000 up in the semi-final round. The principal breaks during the afternoon were 34, 71, 24 (twice), 50, 44, 21 | European, which was due to the weakening of (three times), and 22 by Mr. Thomas, while Mr. | the line in consequence of such thefts, has Blair made 20, 55, 23, 27, 33, 41, 36, 25, and 30. compelled the foreign engineers in charge to The accres at the interval were :- Mr. Edgar close the line to traffic except during the hours (in play), 500; Mr. R. Blair, 496. The final of daylight. This line runs near the Yellow scores were :- Mr. Thomas, 1,000; Mr. Blair, River, and consequently its existence is pre-

#### ONE-WHEELED RICKSHAS.

It is rumoured that a syndicate, composed of Chinese merchants, is in course of formation in Penang for the furtherance of trade with China. One of the principal items of import is to be rickshas in the manufacture of which a new miles through country which is on a lower departure has recently been made. The new invention has one wheel only, the vehicle being done along the banks; on the country, all timber, much on the principle of the mono-cycle and it is shrubs, and grass are ruthlessly stripped from no jarring drag is experienced by the occupant | brook from its present channel and its when negotiating corners, besides accomplishing waters will pour across the thickly-populated a considerable reduction in wear and tear of the country to the see, causing death and destruction

ACROSS CHINA AND TURKESTAN.

L-PEKING TO HONAN.

The appended article is the first of a series by Dr. Morrison. The Times Poking correspondent, who is travelling across China and Turkestan towards the railway at Taskkent, The letter is dated Sianfu, January 31st.

On January 15 I left Peking on the first

stage of a journey along the great highway. of Central and Western China. As far as Chingehow I travelled by the Peking Hankow trunk line, and there changed on to the transverse line which joins the city of Khaifengthe capital of the prevince with Honanfu, one of the historic capital cities of China. At Houanfu, known for centuries as Loyang, I left. the railway and followed the course of its projected extension to Bianfu, the capital city of Shensi Province. Greatly is this extension to be desired. From Chengchow to Honanfu in a distance of 72 miles; from Honanfu to Sianfu the projected extension would be 260 miles. Its route has already been surveyed and an estimate made of its cost by Mr. D. P. Ricketts, the newly-appointed engineer-inchief of the Northern Railways A patriotic movement was started to provide local funds for its construction, so that it might be independent of foreign capital, but the effort has been a failure. Up to the present only a paltry £50,000 has been promised. Chinese capitalists who can, by fairly safe investment, obtain from 12 to 24 per cent, per annum ere reluctant to provide capital yielding under Chinese management a doubtful 5 per cent.

Other sources are, however, available. Treasure to the value of millions sterling is hearded in the Palace at Peking, and the time may come when some of this abundance may be put to a profitable uso. The Bailway Administration may yet have power to devote the surplus earnings of the productive railways of China-and those that are productive pay very handsomely indeed—to the building of new railways. Further, there is the unexpended balance of the £1.500,000 subscribed by British investors for Ningpo Bailway. Up to the present the provinces have used on this railway only a comparatively small proportion of this loan, and have built the section of the railway from Shanghai to Hangchow mainly with their own money. The main portion of the whole loan has been transferred to China, but the amount actually used for the purpose for which it was subscribed is so small that the provinces have expressed their ability and their desire to refund to the British the whole smount so expended. Whether the struggle to induce the provinces to employ this money for the purpose for which it was subscribed will continue, or whether a compromise will be agreed upon and the money be employed for the building of some other railway, remains to be seen. Should the latter alternative be adopted there is no line for which it could be more profitably employed than for the extension of the Honan Railway westward to Sianfu.

THE EFFECTS OF RAILWAY CONSTRUCTION. In no other land has railway construction so great a future as in China. Improved means of communication is the crying need of the country. In the loese country of Central China the roads are exceptionally bad, and as the bridges are never repaired there is steady deterioration in road communication, and a consequent steady increase in the cost of living. In normal times, when the road is at its best and prices are at their

lowest, freight from Honanfu to Sianfu by heavy cart is equivalent to a fraction less than 5d, per ton per mile; during the rains traffic is occasionally suspended for eight weeks at a time, and even the slightest fall of rain causes delay owing to the tenacions character of the mnd which forms the roadway. What rail ways can do for China is evident from the Peking-Hankow trunk line. The growth of prosperity along its route is quite extraordinary.

Round every station the aettlements have extended, the houses are of a better type, and the inns, godowns, warehouses, and coal yards have been greatly improved. Coal is abundant. In the province of Shansi, which lies parallel to the course of the railway as far as the Yellow River, is the greatest undeveloped coalfield in the world. In several

places branch lines run from the main line to the coalfields, and their construction has been immediately followed by an improvement in the general conditions. Farmers within reach of obliged to scramble, 170 yds, to water jars, which the railway in country that formerly grew. enough only for its own needs can now sell their produce in the great markets of Peking, in the north, and at Hankow, on the Yangtsze. No one who has seen the change which is taking place in the country served by this railway can long remain pessimistic as to the future of

The Peking-Hankow Railway is for its length one of the most productive trunk lines in the world. Even under inefficient control, and with a wastage and leakage that would be the dismay of European railway authorities, it pays handsomely. The most important engineering Wong San Nin (receiving 16 yards). Time 59 | work connected with it is the Yellow River Bridge, a fine structure 10,000ft, in length, elef d'oums of the distinguished Belgian engineer Jean Jadot.

The greatest difficulty the management has to contend with is petty pilfering and the nightly thefts of ring-belts and pintes; no less than 60,000 bolts per month and 10,000 plates per annum are stolen from the railway. There is no adequate means of dealing with the offence; no law was provided by the ancients to meet the theft of screw-bolts. Malefactors escane unscathed, though the police know where the plunder is stored. The steel, being much superior to the native product, is turned into razors and soissors, hoes and ploughshares, and other articles. The receiver of stolen goods profected by the police, can find a ready market for his industry.

THE DANGER FROM FLOODS.

Similar losses occur nightly on the Belgian-

built railway from Khaifeng to Honanfu, and a recent accident, involving the death of carious. China is confronted with no greater danger then the failure to keep this river within its present bed; sediment is brought down in vast quantities, so that its water is constantly rising, and the Chinese know no other means to keep the water within its banks than by raising the banks above the level the water. The great river flows for many level than its own bed. No planting is being said to be found perfectly safe and to have many | the soft soil, and every day the great catas. advantages over the old fashioned article, in that trophe is drawing nearer when the river will

And Neck by Chronic Running Eozema-Arms Strapped to Sides Because of Itching-No Help at Hospital-Confined to House and Could Not Work for Four Months -Feared There was No Cure.

#### PERFECT RECOVERY IS DUE TO CUTICURA

"I was seized with obronic corema. The disease broke out on my face and spread to my body, arms and scalp. After attending a hospital it gradually got worse and on my face it turned to running eczema. After a fortnight of hospital treatment, I had hardly any skin left on my face and neck and it was so itchy that I had to be strapped with my arms to my side at night. It was a rough rash and itchy and sore on my body and arms, but it was running all day long on my face, neck and scalp. I began to think that I should hever get well again, but I am now well again and have all my hair on my head. thanks to Cutiours. After the first set. consisting of Cutioura Soap, Cutioura Ointment and Cuticura Pills, I began to find the benefit and after the second set the disease had almost disappeared. I can safely recommend the Cutionra Remedies to all who suffer from eczema in any shape or form. . I never had the pleasure of leaving the house for over six weeks and I had to leave my employment and was out of work for over four months. D. Hyde, 389, Stony Hanton Rd., Coventry, England, Dec. 2, 1908."



For red, rough and chapped hands, dry, fissured, itching, burning palms, with painful finger ends and shapeless nails. as well as for tired, itching, sching feet. warm baths with Cutionra Soap and gentle applications of Cuticura Ointment are simply wonderful.

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ar Post-free from London depot, liberal sample of Cuticura and 82-page book on skin and scalp.

ity of Khaifeng, which lies 26ft. blow the level of the river that flows a few miles to the north. One difficulty of railway construction in China is the absence of trustworthy data as to rainfall and floods. Owing to the denudation of the country and the felling of all timber, rainfall is very capricious, and floods of uncontrollable violence may occur. Every railway in China has had this experience; every year there is still great damage done on the Peking-Hankow Railway from this cause; washouts may extend, not for one or two miles, but for fifty or a hundred miles. The railway from Khaifeng to the Peking-Hankow Railway had no sooner been completed than it was completely destroyed by unexpected floods and had to be relaid. On the section from the main line to Honan the most important bridge on the railway was destroyed last year. A cantilever bridge, the largest of its kind yet constructed in China, is now being erected in its place by French engineers under the supervision of the engineer-in-chief, who is also a Frenchmen. There is much tunnelling on this section through the loss, the longest tunnel having a length of 500 metres. In the projected exten-

sion to Sianfu there will also be much tunelling. On the Chinese railway the traveller notes many unaccustomed things. No one is in uniform except the railway police. Stationmasters, clerks, and coolies are all mixed together in the growd. There is an infinite multiplication of employes, each of whom distrusts the honesty of the other—a reasonable distrust, for in China public office is rarely a public trust. There is not one native conductor, but a hand of three. an arrangement which would suggest to the stranger efficient protection against "squeezing." To the resident, however, it betokens that the illegitimate profits of the calling have to be divided among three and not pocketed by one only. Every difficulty is put in the way of the passenger desiring to purchase a ticket. The crowd ernshing at the window at Peking clamouring pleasantly with half-a-dozon of his friends behind the closed window is a spectacle which affords constant amusement to the Westerner. But China is only in an early stage of railway management, and allowances must be made for inexperience.

#### FREEMASONRY AS A WORLD POWER.

In a paper read before a gathering of Free.

masons in Manila, Monuel Camus, assistant city attorney of Manila, said :- "Without protection of any kind Freemasonry has, in the course of centuries, grown from a group of faithful and determined initiates to the rank of a powerful institution, and hasspread all over the world with hundreds of thousands of members belonging to all races and creeds and speaking many different tongues. The beneficient influence of the order has made itself felt in all countries to which its precepts have been faithfully observed. Masonry brought about the union of Italy. founded the Republic of Liberia, and aggrandized Mexico; to it the Argentine owes. much of its rapid advance in oulture and civilization, and the recent developments in liberal and tolerant government that have produced such great reforms in Turkey are due to the efforts of the Young Turks Party who are nearly all members of the Masonic fraternity. England and Germany are indebted to the craft for many reforms, and the United States owes much of its greatness and power to Masons; nearly all its presidents. beginning with Washington and ending with Taft, and very many of its great man being members of the fraternity. Masonry in the Philippines has a great work to perform, that of bringing together the American, European. and Filipino. and making them brothers in a common cause, establishing peace and prosperity. and giving the land a dignified standing among a considerable reduction in west and tear of the country to the sector the pullers.

Such a catastrophe nearly occurate and giving the land a dignified standing among incalculable. Such a catastrophe nearly occurate the nations of the world red during a cloud-burst in June, 1905, near the not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day publication. After that hour the supply Umited. Only supplied for Cash. P.O. Box, 33. Islephone No. 12.

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"MONMOUTHSHIBE." will be despatched as above on SATURDAY, the 2nd April at 5 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 29th March, 1910. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"FOOKSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the oth inst. will be landed at Consignees' risk and expense.

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Hongkong, 28th March, 1910. S.S. " OCEANIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

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landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 4th April, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 5th April, or they will not be recognized. All damaged packages will be examined on February, 1911, with a staff of fully qualified the 4th April, at 3 P.M. No Fire Insurance has been effected.

P. THOMAS. Agent. Hongkong, 28th March, 1910.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADEREPORT is now ready and contains:

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#### ADVERTISEMENT

TATHEREAS by an ORDER of the VY CHANCERY DIVISION OF THE HIGH COURT OF JUSTICE, ENGLAND, dated the 15th November, 1909, in Re the Trusts of the Will of THOMAS HARPER BENNETT deceased BENNETT V. GROVES, 1909, B. 3581, it was ordered that the following enquiries be made -- Whether FREDERICK ARTHUR BENNETT, grandson of the above-named testator, THOMAS HARPER BENNETT, is now living or dead, and if dead whether he died before (a) the 10th November, 1887; or (b) after that date and before the 50th November, 1892, DHESIVES. ENERGETIC AGENT and if he died before the 10th November, 1887, Specialities for Hand-Labelling on respective legal personal representatives. And whether he left any and what Will and it so who are now his legal personal representatives; and if he left no Will, who were the person or persons entitled by virtue of or according to the Statute of Distributions or otherwise to his Estate living at the date of his death, and whether any of them are since dead, and it se who are their respective legal personal repre-sentatives. NOTICE IS HEREBY GIVEN that the said FREDERICK ARTHUR Buildings, Hengkong, on WEDNESDAY, the BENNETT, if living, or if he died prior to the 10th November, 1887, leaving any issue who of receiving the report of the Directors From 1st May 1910. No. 4. were then living, then any such issue; or if he together with the Statements of Account to 31st died subsequently to such date and left a Will, December, 1909, and of declaring dividends, &c. then his legal personal representatives; or if he left no Will, then the person or persons living at the date of his death and claiming to be entitled by virtue of or according to the Statute of Distributions or otherwise to his Estate or the legal personal representatives of such of them as are now dead are either personally or by a solicitor on or before the 1st June; 1910, to come in and make his, her, or their claims at the Chambers of Mr. Justice Eve, Room 265. Boyal Courts of Justice, Strand, London, England; or in default thereof he, she, or they will be peremptorily excluded from the benefit

of the said Order. WEDNESDAY, the 8th June, 1910, at 12.30. FREDERICK ARTHUR BENNETT left following Debentures were England in September, 1883, to join his brother, EDWARD ROBERT BENNETT, at Medicine Hat, North-West Territory, Canada. On 26th May, 1887, he sulisted on board the United States Man-of-War" Brooklyn," and was discharged from that vessel at Yokohama on 14th July, 1887. Shortly afterwards he went from Yokohama sa seaman to Hongkong, and has never since been heard of. Dated this 1st day of March, 1910.

H. TEMPLER PRIOR, Master of the Supreme Court. BLANCO WHITE, 10, Bedford Row, London, England, Solicitor. - [461

#### INTIMATIONS

NOTICE OF REMOVAL.

NTOTICE is hereby given that from and after TUESDAY, the 29th March, 1910, the Optional Cargo will be forwarded on unless Offices of the undersigned Solicitors and Notaries, intimation is received from the Consignees will be Removed to the First Floor of PRINCE'S before Noon To-DAY, requesting it to be BUILDINGS, Ice House Street (Opposite the King Edward Hotel). JOHNSON, STOKES & MASTER. Hongkong, 22nd March, 1910.

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She will be giad to hear from the parents of intending Pupils AS SOON AS POSSIBLE, as some time will be necessary to complete the preparations. All communications to be addressed to

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Sole Agents Hongkong, 8th December, 1909. 1494



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### PUBLIC COMPANIES

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NOTICE TO SHAREHOLDEES.

TOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends do. The TRANSFER BOOKS of the Society will be CLOSED from the 3rd April to the 13th April, both days inclusive. By Order of the Board,

C. MONTAGUE EDE, Secretary. [450 Hongkong, 23rd March, 1910. CHINA TRADERS' INSURANCE, CO.,

LIMITED. NOTICE TO SHAREHOLDERS.

MOTICE IS HEREBY GIVEN that the FORTY FOURTH YEARLY ORDINARY MEETING of the Company The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to 13th April,

both days inclusive. By Order of the Board. C. MONTAGUE EDE. Secretary. Hongkong, 23rd March, 1910.

HONGKONG CLUB.

THE SEVENTEENTH DRAWING OF BIXTY-FIVE DEBENTURES of the o'clock in the afternoon, at Room 267 at the Hongnone Club (1896 issue, \$100.00 each) said Chambers is the time appointed for hearing was held in the Honorowe Club House, and adjudicating upon the claims. The said on FRIDAY, the 18th March, when the

Redemption :-1670 534 1681 1359 570 1372 1825 897 1391 1843 733 737, 1855 1877 1453 1494 1961 1496 771 1122 1150

will be Psyable at the Hongkong AND SHANGHAY BANKING CORPORATION, OR THURSDAY, the 31st March, 1910, in Exchange for surrender of same. By Order, JAMES CRAIK,

Hongkong, 18th March, 1910. DEYONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the Honokong Horat, on Area 85,200 square feet with 255 feet Sea SATURDAY, 2nd April, 1910, at 8 o'clock P.M. Frontage. Especially suited for Storage of Devouians wishing to attend are requested to | Coal, Timber, &c.

send their Names to-M. S. NORTHCOTE, Hon. Becretary.

Hongkong, 19th March, 1910.

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Hongkong, 14th December, 1909.

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NTO. 1, OBSERVATORY VILLAS. Kowloon. From 1st April next. Furnished or Unfurnished. Apply to-ARRATOON V. APCAR & Co.,

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TO LET. OFFICES in Des Voeux Road, Contral

MESSES PERCY SMITH & SETH Queen's Road. Hongkong, 22nd March, 1910.

TO LET .- MODERATE BENTS. CIEMT-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams

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NTO. 1, DES VŒUX VILLAS, The PRAK. 6 ROOMS and use of Tennis Court Apply C. H. GALE, P. W. Dept. P. W. Dept.

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TO LET

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TO LET. TO. 4, BARROW TERRACE, Kowloon.

Hongkong, 1st March, 1910.

SPANISH DOMINICAN PROCURATION. Hongkong, 10th March, 1910.

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Nos. 5, 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheep rental. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, 5 BOOMS. BISHOP'S LODGE SOUTH (unformished), from 15th April for 1 or 2 years. Furnished for 9 Months from 1st April, 3. Century Crescent, Kennedy Road, 5 ROOMS, well furnished, including Piano. No.9. BEACONSFIELD ARCADE (Shop). BEACONSFIELD ABOADE, 1 Room on

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Hougkong, 1st December, 1909. TO LET-FURNISHED.

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TO LET. FFICES, Hotel Mansions. Apply to-

HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 2nd February, 1910. [151] TO LET. TYO. 3, CANTON VILLAS, Kowloon.

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SSYNHE GROVE," MACDONNHEL BOAD, Hongkoug, 8-Roomed House, fitted CAPITAL P. with Electric Light, detached Servants Quarters and Tennis Court, from 1st May, 1910 Apply to-

PERCY SMITH & SETH Houghong, 11th January, 1910. [159 TO LET.

HIRST FLOOR of No. 4, Des Voux Road, recently vacated by Institution of Engineers and Shipbuilders. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9. PEAR ROAD, "DEVONIA," containing 6 ROOMS, Gardens, Tennis Court, Servanta' Quarters. One GODOWN in MASON'S LANE. Apply to-

DAVID SASSOON & Co., L.D. Hongkong, 8th March, 1910. [95 TO LET, ODOWN, No. 4, Prays, Kennedy Town.

THE HONGKONG LAND INVEST. MENT & AGENCY CO. LD. Hongkong, 1st March, 1910. [90

AUCTION

PUBLIC AUCTION.

AR. GEO. P. LAMMERT will, by Order mentioned Property by Public Auction, at his SALES ROOMS, Duddell Street, Hongkong, TO-DAY (TUESDAY), 29th MARCH, 1910, at 3 P.M. HOR UN LOTS Nos. 41, 42, 55, 57, 93 and 94,

HUNG HOM INLAND LOTS Nos. 81 and 86 (Nos. 109 and 119, Wuhu Street). Each Lot subject to a Reserved Price. For further particulars apply to the

Auctioneer, or to ME. H. K. HOLMES, Bolicitor, 54, Queen's Road Central Hongkong, 19th March, 1910.

27. DES VŒUX BOAD.

Dealers in ASIATIC POSTAGE STAMPS PICTORIAL POST CARDS. TUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c. Inspection Invited.

19. QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description

in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907

BANKS

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THE Business of the shove Bank i conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Honekens AND

SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION. J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. NTEDERLANDSCH-INDISCHS HANDELSBANK. SHOPS (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Beserve Fund Fl. 2,754,338,09 (£229,528)

> HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS THE WILLIAMS DEACONS BANK,

SWISS BANEVEREIN.

BRANCHES AND AGENTS all over the THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per

annum on Daily balances and socepts Fire Deposits at the following rates:-12 months 4% per annum. 6 do. 31% C. WOLDRINGH, Manager, No. 16. Des Voux Road Central.

Hongkong, 4th August, 1909 THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ...... Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Tainan Swatow Temsul Anping Kobe Nagasaki Tokyo Yokohama Osaka Foochow

Shanghai HONGKONG OFFICE 3. DES VŒUX ROAD Interest allowed on Current Assounts Deposits received on terms which may be had

\_\_ D. TOHDOW, Manager. Hongkong, 9th March, 1910.

THERNATIONAL PANKING MORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000, RESERVE FUND Gold \$3,250,000 = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, THE CAPITAL & COUNTIES BANK, LIMITED

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No. 9, Queen's Road, Central, Hongkong.

W.M. ANDERSON,

Manager. Hongkong, 8th April, 1908. | 204

BANKS

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Taols 7,500,000

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RANK. MUENCHEN. LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

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THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED ... ... ... PAID-UP RESERVE FUND ....

at the rate of 2 per cent, per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... 4 per cent.

Hongkong, 27th April, 1909, THE

LIMITED. CAPITAL PAID-UP ..... Yen 24,000,000 

BRANCHES AND AGENCIES. Osaka London Tokyo San Francisco Lyons Nagasaki Honolulu New York Shanghai Hankow Tientsin Newchwang Dalny. Port Aitlur Antung

HONGKOND-INTEREST ALLOWED On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 % per annum TAKEO TAKAMICHL

Chiang Chan

Tieling

Mukder

Hongkong, 14th March, 1901. TWONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS:-STEELING £1,500,000 at 2/-\$15,000,000 SILVEE ... 315,500,000

COURT OF DIRECTORS. H. E. TOMKINS, Esq.—Chairman. G. BALLOCK, Esq. - Deputy Chairman. J. W. Bandow, Esq. G. H. Medhurst, Esq. Hon. Mr. W.J. Gresson E. Shallim, Esq. C. S. Gubbay, Esq. R. Shewan, Esq.

> MANAGER : Shanghai-H. E. R. HUNTER.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum.

For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent per Aunum. J. R. M. SMITH. Chief Manager. Hongkong, 3rd March, 1910 [18

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON.

PAID-UP CAPITAL .......................£1,200,000 RESERVE LIABILITIES OF PROPRIE TOR8.....£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cont. 

Hougkong, 6th April, 1909. [101

Manager. Hongkong, 4th December, 1907.

BANKERS : LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts.

31 per cent. EVAN ORMISTON, Manager.

TOKOHAMA SPECIE BANK

HEAD OFFICE-YOROHAMA. Peking ...

Kobe

RESERVE LIABILITY OF PROP'TORS \$15,000,000

C. R. Lenzmann, Esq. H. A. Siebs, Esq. F. Lieb, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH.

LONDON BANKERS: COUNTY AND WESTMINSTER BANK, LIMITED.

#### NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

#### THE Steamship

PRINZ LUDWIG." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of

Obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining been entirely swept away. This wonderful mental change in our Constitution or in our undelivered after the 30th inst, will be subject | discovery enables the patients to cure themselves | practice should be submitted to the considered to rent.

to be left in the Godowns, where they will be appliance. examined on the 30th inst., at 9.30 A.M. All Claims must reach us before the 4th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ex. S.S. "CREPELD " from Rio de Janeiro. Ex S.S. " THERAPIA" from Smyrns. Er. S.S. " FELDMASHAL" from Zanzibar. NORDDEUTSCHER LLOYD, MELCHERS & Co.

General Agents. Hongkong, 23rd March, 1910.

NOTICE TO CONSIGNEES.

TROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

" SARDINIA." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me

in may base whatever Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT. Superintendent.

Hongkong, 24th March; 1910. FROM EUROPE.

#### THE H.A.L. Steamship

Captain Knaisel, having arrived, Consigness of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowleen Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst will be subject

to rent. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M. No Fire Insurance will be effected by us in

any case whatever. HAMBURG AMERIKA LINIE, Hongkong Office. Hongkong, 25th March, 1910.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

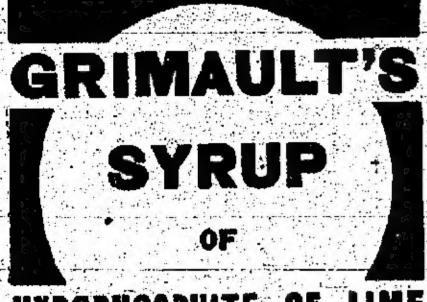
B.S. "ERROLL." FROM GLASGOW, LIVERPOOL AND STRAITS.

NONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognized. All broken, chaied, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD., Hongkong, 26th March, 1910.



HYPOPHOSPHITE OF

STUBBORN COUGHS

BRONCHITIS WEAK LUNGS

CATARRH

#### TO THE DEAF.

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FULL DESCRIPTION SENT FREE.

many triumphs of science over disease.

The Deaf can hear !!! No longer need deaf people go about wearing the strained, pathetic expression caused by their affliction, a positive burden to themselves and the Hongkong and Kowloon. Wharf and those around them. No longer need they incur Godown Company, Limited, Kowloon, and West | the expense or suffer the pain of dangerous Point Godowns, whence delivery may be surgical operations, unclear methods, or cumber-

All broken, chafed, and damaged Goods are a visit to the doctor or even the aid of an the House of Lords lacks officiency. It is

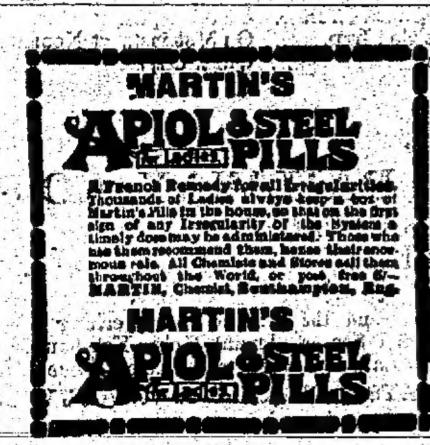
suffering from Loss of Hearing or Ear Trouble | better second Chamber; I want a stronger se- Preference is forcing Canada to make comin any form.

Dopt 133, Craven House, Kingsway, London, and formal connection between public opinion possible between Canada and this country? It England.

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Press dincing The World's Family Medicine. A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. The wise keep the World's Family

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Medicine always at hand, and this

Adose taken when ailments arise will quickly remove the cause of the trouble, and good health will speedily be restored.

They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys

to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



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the dates of return Mails. Mounted on Card 30 Cents On Paper

#### REFORM OF THE LORDS.

Mr. Balfour made a speech of great significance on the subject of the reform of the House of Lords when he was the guest on March Atl at a banquet at Merchant Taylors Hall. following are the main points of his speech :--What justification can there be for these who, A marvellous discovery has just been given like myself, think there ought to be some change to the world which adds one more victory to the in the constitution of the second Chamber? will tell you what are my views on that point. It is not that the House of Lords as at present constituted is not efficient. Never have its debates been on a higher Never has it held more men of great experience, great knowledge of affairs, great public spirit. Never has it shown itself, in my opinion, Old prejudices and time worn fallacies have | -namely, to see that any great and fundaspeedily and surely in their own homes, without judgment of the country. It is not that that in the present condition of public opinion The current number of the "Otological it lacks strongth. It lacks that kind of strongth Gazette" contains a full description of this new which would enable it to defy the sort of attack method of treatment. A copy of this issue will which his been most absurdly and, as I think, be sent free of all charge to every reader who is scandalously made upon it. I do not want a country realised, that our delay in adopting cond Chamber, and I know no better source mercial treaties, first with this country, then Write to-day (a postcard will do) and secure from which that source of strength from which with that country, soon all over the world, in a free copy before the edition is exhausted, the House of Commons derives all its power- ignorance whether this country is going to addressing THE AURAL REMEDIES, Co., namely, the feeling that there is some direct adopt a system which will make full preference

and the second Chamber. BEOAD PRINCIPLES. But I do hope-I say this with great deference, because there are high authorities upon this difficult constitutional problem at present in the room-I hope that we shall all remember certain broad principles which ought to govern, as I think, every man who attempts to touch the immemorial Constitution of this country. In the first place, do let us remember that in a second Chamber we do not want a copy of the first Chamber. We do not want the second Chamber to be another House of Commons. That would be to deprive the second Chamber of all its value as an appeal in the constitutional machine, as a part of the system by which progress is made steady, is made cautions, is made manently effective. What you want in the second Chamber is not a repetition or rival of the first Chamber. What you want is a Chamber which shall not arrogate to itself, as foreign second Chambers have too often done, the powers of the immediately representative Chamber, which gradually suck from that Chamber all its authority and all its power I have been a member of the House of Commons. and should look with great dismay upon a change in the House of Commons similar to that which has befallen either the representative Chamber in France or the representative Chamber in the United States of America. That leaves the first principle. The second principle is that if you are to carry that out you must have men who are not immediately amenable, as we in the House of Commons cannot help being to two influences. One is the passing passion of the moment; the other is the electoral machine -the caucus or whatever you choose to call it In the House of Commons it is extremely difficult for the independent thinker, at all events the independent speaker, to subsist, still less to flourish, and he finds great difficulty when and from ALL WINE MEECHAFTS. [46] the moment comes round for his election. I do not want in either assembly too crotoheteers, too many doctrinaires, too many men who preach merely their own parti-

cular fancy and refuse to work with great their fellow-countrymen; it would be surely a great misfortune if it were impossible in either Chamber to find tradition, or by training cannot fit themsolves into the party system, and who, because they cannot fit themselves into the party system, find it hard to obtain, or if they obtain, flud it hard to retain, a place in the House of Commons. They can find a place, and they do find a place in the House of Lords and when they have found it they retain it, and, above all, we want in a second Chamber, a Cham ber that though not too powerful, is power ful enough to resist temporary gusts of the moment, and it represents more accurately perhaps than the House of Commons can ever represent, not the passing mood of the people, but the permanent wish of the nation. other general maxim I venture to lay down, and it is this: If there be anything, any lesson to be learned from historic tradition it is this that in England at least no revolution is permanent which does not take account of the past. Whatever any second Chamber is to be in the future let it be the natural development in the future of that great constitutional historic past which has made us what we are. The House of Lords has never resisted social reform. The House of Lords has always been a representative Chamber, and it is as a representative Chamber they are going to be found in the future. Those people who talk

about social reform—the Esdical party and their backbiting Irish party—they do not want There is no enemy to social reform like that.

What are the questions we at all events, in this room, would like to see? We should like to see Tariff Reform. (Loud cheers.) I doubt whether there is anybody here who has any misgivings on that point.

LAND FOR THE PROPLE. Very well. Let nobody suppose, I do not suppose anybody in this room does suppose. sary majority in the House to deal with it. It is a most difficult question, a most complicated

absorbed with social reform.

POOR LAW REFORM. I do not wish to go on enumerating these questions, but there is really one other which presses for the most excest attention of public men, and that is the question of the Poor Law. There is not a more complicated or a more important problem, not merely for the present, but for the future of our race. Shows the dates of departure of the Mails | you mean to say that, in the interstices of a quarrel between the House of Commons and the House of Lords, you are going to leave the question of Poor Law reform. The thing is abourd The Government are going to abolish the veto of the House of Lords. In doing so On Sale at the Hougkong Daily Press it is going practically to abolish a second Chamber. Supposing that succeeds, do you this place I had to make my way through 750

imagine that the country is going to sit down under the single-Chamber system? That revolution must bring a counter-revolution, absolutely and inevitably. We are not going to have Socialists, Radicals, and National of the City of London Conservative Association into in power for ever, and when the sober element of the community come to their own, do you suppose they are going to telerate a Constitution under which the second Chamber is deprived of every effective power which I the stateamen of all other civilised nations have andeavoured to clothe their second Chambers with P. Revolution which is successful breeds counter-revolution and opens up a vista of political struggles which must thrust to the wall anything in the nature of sound sober, social reform. Remember, the political revolution which the Government are conversant with more capable of doing that which it is one of is going to make us a single-Chamber comthe main businesses of a second Chamber to do munity. It carries with it, as Mr. Redmond said, inevitably the abolition of the union between Great Britain and Ireland. Mr. Redmond said openly in the face of the House of Commons, possibly to the satisfaction of his followers, but greatly to the disgust of some Radicals, that the abolition of the veto of the House of Lords meant Home Rule. IMPERIAL ISOLATION.

> Has the City of London realised, las the is a grave misfortune for the Empire, it is a grave misfortune for Canada, it is a grave misfortune for this country, that we should stand here in our fiscal isolation, leaving our own kith and kin in ignorance to carry on their owa policy (which they would love to medify in an imperial direction), without knowing whether the Mother-country is prepared to second their efforts or whether it is not. Every interest of every class is bound up together in a policy which has been frankly abandoned by our political opponents, of which we remain the sole trustees, a policy, namely, of cautious, steady, sulightened political progress, a policy of social reform and imperial reform—social reform in its fiscal aspect and all the other aspects to which I have referred; imperial reform in that great scheme for binding closer the different parts of the Empire, which to me, at all events, is the greatest ideal which British statemanship could entertain, and which any man might feel he had not lived in vain if he had made towards it the smallest contribution.

REMARKABLE OVERLAND JOURNEY.

INDIAN ARMY OFFICER'S LONG TRAVELS.

A remarkable overland journey of some three thousand miles has, says the Morning Post (London; just been accomplished by Lieutenaut P. T. Etherton, of the 1st Battalion of the 93th Garhwal Rifles. The officer travelled north from India to the Trans-Siberian Railway, and was occupied for eleven and a half month. on the way. The object of the expedition was big game shooting and he study of the larger fauna of Central Asia and Mongolia. Lieutenant Etherton is only thirty years of age and has already travelled extensively in Canada, the United States, and Australia. He served in the South African War with Kitchener's Fighting Scouts, and was given the medal with several clasps. He arrived in England this week, and in the course of a conversation with a representative of the Morning Post he briefly described his wonderful tour. First of all should be stated that there accompanied Mr. Etherton his Garhwali orderly, a rifleman from a place for those men who by temperament, by his regiment. This Indian soldier shared with his officer all the perils and discomfort of this unique journey, and is now with him in Eugland Mr. Etherton is filled with admiration and cratitude for the splendid services rendered him by his comrade in arms, and cannot speak too

highly of him. Mr. Etherton gave the following itinerary From Lansdowne, in the Himalayas, Rawalpindi, Kashmir, Gilgit, Honza, over the Pamirs, and by the little known Yarkend River into the Kulan Urgu Valley; thence into the Asgar Sai Valley and on to Yarkend, con tinning through Chinese Turkestan, over the Tian Shan Mountains to Mongolia, over the Altai Mountains to Siberis, and thus to the Trans-Siberian Railway, which was struck at a station called Novo Nicholnevsk; by railway to Moscow. Warsaw, and Berlin, and then through

Hanover to London. The only persons who completed the whole of the journey were Mr. Etherton and his Garhwali biderly. The expedition also consisted of a cook, another man, and the caravan men, who were changed now and again. "We were on an unbeaten track," said Mr.

Etherton. The journey from India to the Trans-Siberian Railway overland by the route I followed has never been done before. From the time we left Kashmir until we touched the Trans-Siberian Railway it was all marching or | prox. riding. That is about 2,500 miles."

Asked to describe the country he passed

through, Mr. Etherton said: "Well, the Pamirs are very high. My shooting camp for a month was at a 14,000ft, elevation. I proceeded by the Yarkend River, and I crossed a pass that had not been crossed before. I lost one of my yaks crossing that pass. It is exceedingly difficult, and the descent is exceptionally steep. When we went down it, it was frozen as smooth that great social reform is going to be easy of | as glass. The yek slipped, and fell a trifle of accomplishment, even when you get the naces- about 1,500ft. An important part of my kit was smashed, unfortunately. That pass I am telling you of is 17,400ft. high. After that question, and a question that cannot be run side | we experienced the greatest difficulty in crossby side with political revolution. I, individually ling fords in the Kulan Urgu Valley. We as any gentleman among my constituents knows arrived there in June, when the water, of who has done me the honour of reading my course is at its highest, on account of the address, am earnestly desirous of seeing free- melting snow. To get through at all is a hold occupancy greatly increased both in town | positive work of art, yet in one day alone we and country. It cannot be supposed that that crossed 26 fords. How we did it I do not know. is an easy problem. It is not a thing to be done | We crossed over into the Asgar Sai Valley, and by a stroke of the pen or the tess of a few worked on to Yarkend after a great many instructions to a draftsman. It is a great and adventures. In Kashgar I was the guest difficult question, but it is one of the most of the able acting British Consul, Captain important questions that can occupy our atten- Shuttleworth. We went through Chinese Turtion. Do you think that can be dealt with if the kestan, and across the Tian Shan by some whole mind and attention of the country are very difficult passes to the East. I spent absorbed by this quarrel with the House of two and a half months in Tian Shan, shoot Lords and other questions? It requires the ing: Then I went on into the Ili Valley undivided attention of a House and a Parliament and so into Kulja; after that I struck north through the Sairam Nor and Ebi Nor country to Chuquchak a heart breaking journey. Our difficulties were great, for the country was difficult and some of the people law-less. We experienced a very bad time going. through Mongolia. It was then December and the cold was intense. Everything seemed to be frozen as solid as a brick. When in the Altai we were caught in a blizzard, and frostbitten. My legs suffered the most, but I saved them; my faithful Garhwali orderly was frosthitten on the hands. After twelve terrible days trekking, which almost make me cry when I think of them, we reached a small Russian military. post on the Russo-Chinese frontier, where

we were given every possible attention until

# 

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Mr. V. Goulbourn

Mr. David Haes

Capt. T. P. Hall

Mr. A. Harrison

Wr R. W. Healy

Mr. John Hector

Hewett

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miles of difficult country to the railway. It was a long journey, much of it done by sleigh. A good deal happened, but I do not think it would interest the public much just now. We were glad enough to get to Novo Nicholasvak, the little station on the Trans-Siberian Railway. Mr. P. R. Adams We had to wait 30 hours for a train, and after that our travels were nothing out of the ordinary."

- American

PEOPLE AND GAME.

Mr. Etherton has come through with a very good opinion, speaking generally, of the people he encountered. The Chinese received him hospitably. The presents he carried with him consisted mostly of crystallised fruits and liqueure, of both of which the natives were particularly fond. In return Mr. Etherton received presents of rice, chickens, and sheep. In the Tian Chan he met Kalmuks, Kazakas, and Kirghiz. The first are like the Tibetans, and wear pigtails; they are fine fellows and excellent hunters. Of the Kazakas Mr. Etherton was not able to speak highly; they seem to spend must of their time stealing each other's cattle. The Kirghiz are a dull people and seem to take no interest in life. The Mongola he found to be thorough, willing to help, and full of good feeling. On one occasion the travellers passed through a country infested with raiders. They enfered no mishap themselves, but stories of recent trouble were told them.

As to game, Mr. Etherton has brought home some fine trophies, including ibex and Asiatio Mr. A. Goeke wepiti. His experiences in big game shooting were unique, and he hopes to be able to relate these in another form at some future time.

Summing up the general result of his tour Mr. Etherton said that he had been through country hitherto untraversed, that he had shot big game where it had probably nover been shot before, and that he had accomplished a journey of some geographical interest. His travels were not free from exciting incident, and it is his intention to write a book, for which purpose he has collected a large number of details and taken about two hundred and fifty photographs. Mr. Otto Hora-

LATEST STEAMER MOVEMENTS.

The O.S.K. str. Chicago Maru, which left here on the 23rd ult., arrived at l'acoms on the

The N.Y.K. str. Sado Mara (European Line) left Singapore on the 26th inst., and is expected here on the 31st inst. The I.G.M. str. Goeben carrying the German Mails with dates from Berlin of the 9th inst.

left Colombo on the 27th inst. p.m., and may be expected here on or about the 7th prox. The N.Y.K, str. Bombay Maru (Bombay Line) left Bombay for this port direct on the 25th instant, and is expected here on the 10th

pere on the 24th instant, at 6 a.m., arrived at Shanghai on the 27th instant, at 1 a.m. HOW TO BU BEAUTIPUL-Keep your orm plexion, Mrs. Ellen's Creme Charmonte, Lait

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27th March-Saigon 23rd March, Rice and General-Jardine, Matheson & Co. FOOKBANG, British str., 1,987, T. A. Mitchell, 28th March-Calcutta and Singapore 21st March, General-Jardine, Matheson & Co. HITAORI MARU, Jap. str., 4,163, N. Mathieson, 26th Mar. Shanghai 26th Mar., General-Nippon Yusen Kaisha.

KUEICHOW, British str., 1,215, W. B. Brown, 28th Mar. - Tientsin 20th Mar., General --Butterfield & Swire. LOYAL, German str., 1,237, R. Wegner, 28th March-Polu Laut 18th March, Coal-

Sander, W Here -OCEANIEN, French str., 4,143, H. Sellier, 28th March-Marseilles 27th February, Mails bud General-Messageries Maritimes. QUINTA, German str., 1.000, Schlesinger. 28th

March-Saigon 23rd March, Rice-Siemssen & Co. Runi, British str., 1,619, A. Fraser, 28th Mar. -Manile 26th March, Hemp-Shewan Tomes & Co.

SAMBIA, German str., 3,011, O. Müller, 28tl March-Shanghai 24th March, Horns-Hamburg-Amerika Linie. SIKH, British str., 3,221, W. Atkinson, 27th

March-Shanghai 24th March, General-Dodwell & Co. SINGAN, British str., 1,647, F. Jamieson, 28t. March-Haiphong 22nd and Holhow 27th March, General-Butterfield & Swire. VORWAERTS, German str, 643, Ch. Ulderul

28th March-Amoy 26th March. WINGRAND, British str., 1,415, Martin, 28t Murch-Shanghai 19th and Swatow 26t March, General-Jardine, Matheson & C.

DEPARTURES. 26th March. HONGMOH, British str., for Amoy. 27th March.

Alesia, German str., for Shanghai. CHINHUA, British str., for Shanghai. CHUNSANG, British str., for Singapore. DAIGI MARU, Japanese str., for Swatow. DERWENT, British str., for Saigon. ERROLL, British str., for Shanghai, FURUI MARU, Japanese str., for Moji. HAICHING, Brit'sh str., for Swatow. HALDIS, Norwegian str., for Swatow. KIANG PING, Chinese str., for Chinking. MATHILDE, German str., for Haiphoug.

28th Morch. BEDFORD. British cruiser, for Mirs Bay. OCEANIEN, French str., for Shanghai. TELEMACHUS, British str., for Saigon.

SHIPPING REPORTS. The British str. Chenan reports: Lig

variable winds and fog. The British str. Wingsang reports : Den fog and light variable winds. The British str. Sikh reports : Light a and calm, dense fog and smooth sea. The German str. Sambia reports: Der

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ONDON & ANTWERP VIA SINGAPORE, &C	LAMORGANSHIRE FERD. LABISZ DERIA	Brit. str Brit. str	1 SA	THE RESERVE AND ADDRESS OF THE PROPERTY.	All a file has Sharkle 150. The is any state and said	About 5th April.
ONDON, ROTTERDAM & ANTWERP	FERD. LABISZ	CONTRACTOR OF THE STATE OF THE		G. C. Candy	Jardine, Matheson & Co., Ld Jardine, Matheson & Co., Ld	About 6th April
THE & HAMBURG VIA STRAITS, acc TO	Commander of the state of the s	CAGE - MATE - +++	k. w.	Wagner menteriers en	HAMBURG-AMERIKA LINIE	On 15th April.
BSETTITES, 804 AIV TANTO AS ARREST IN THE THE		Ger. str Fron.str.	k.w.	Charbonnel	HAMBURG-AMERIKA LININ MESSAGERIES MARITIMES	On 15th April. To-day, at 1 P.M.
POPITION TANDAN & ANTWERP VIA BINGAPURE, CO	ITACHI MARU	Jap. str Ger. str	k.w.		Nippon Yusen Kaisha	To-morrow, at Dayligh On 3rd April.
CANTEST TOO BE USEN HELDER VILE DISSUITABLE AND AND WA	TYAZAKI MARU	Jap. str		T. Mural	NIPPON YUSEN KAISHA	On 13th April, at D'lig On 27th April, at D'lig
DETERLES LONDON & ANTWERP VIA DINGAPURE, OC. D.	LEIST.	Jap. atr Ger. str		O Pahuke	MIPPON YUSEN KAISHA	On 6th April, at Noon
TESTE &C VIA SINGAPORE &C N	IPPON set 44	Aus. str Brit, str		1000 1000 1000 1000 1000 1000 1000 100	DODWELL & Co., LTD.	To-morrow, P.M. To-day.
W YORK	NVERIC 115 115	Am. str		the tree the teat the tree	ABNHOLD, KARBERG & Co	On 26th April. On 12th April.
W YORK & BOSTON D	TRATHSPEY	Brit. str	(min)	000 000 900 000 000	Dodwell & Co., Ltd	About 2nd April
N FRANCISCO TICONA & SEATLLE VIA JAPAN A	YMERIC	Brit. str	2 m.	J. Boyd	CANADIAN PACIFIC B. Co	On 7th April. On 23rd April, at 7 A
NCOUVER VIA SHANGHAT, JAPAN, &C. M	impress of China  Contragly	Brit etr.	t m.	G T-Lilla-co	CANADIAN PACIFIC R. Co	On 24th May., at Noon.
	NABA MARU	Jap. str. Jap. str.		S. Ishikawa K. Kawara	NIPPON YUSEN KAISHA	On 26th April, at N
CTORIA, B.C. & SEATTLE, TABLE	EATTLE MARU		3.00	T. Saito	OSAKA SHOSEN KAISHA	On 20th April, at No On 27th April, at No
LLAO IQUIQUE, ac., VIA MANILA	BUYO MARU PAWATA MARU	Jap. str		T. Sekine L. Dawson	NIPPON YUSEN KAISHA	On 15th April, at No On 21st April, at 4 P
	PAIYUAN Nikeo Maru	Brit. str Jap. str		M. Yagi	NIPPON YUSER KAISHA	On 13th May, at Noo About 2nd April.
OT OTTAMA AND KORE	COBLENZ	Ger. str.		H. Rasgener M. Yagi	MELCHERS & Co NIPPON YUSEN KAISHA	On 13th April at No
AGARARI, KOBE & LOBOTATE	NIKEO MARU	Jap. str		S. Hiortdahl P. J. van Emmerick.	Nippon Yusen Kaisha	On 31st inst. at Noo
A D A N	PJILATJAP	Gor, str.		Halversen	HAMDURG-AMERIKA-LINIE .	On 5th April, at 4 P.
LADIWOSTOUR WEIHAIWEI& CHEFOO	Сигвити	Brit, str Brit. str	2 4 7	F. Mooney	BUTTERFIELD & SWIBE	On 1st April, at 4 P.
IENTSIN SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str.		G. Bright	OSAKA SHOSEN KAISHA	Te-day, at 4 P.M.
HANGHAI	Tambui Wingsang	Brit. str.	-	H. G. Walker	JAEDINE, MATHESON & Co., LD.	
HANGHAI	CHENAN	Brit. str.	The second second second	Owen Jones, B.N.B.	P. & O. S. N. Co.	About 31st inst.
HANGHAI	Enorgand	Brit str. Brit str.	•		Jardine, Matheson & Co., Ld. Jardine, Matheson & Co., Ld.	On 2nd April at 5 1
HANGRAL IUNURANA MULL	MONMOUTHSHIRE.	Brit. atr.		A. E. Sandbach	JARDINE, MATHESON & Co., LD. JARDINE, MATHESON, & Co., LD.	On 3rd April, at D'
HANGHAL	CHOYSANG	Brit. str. Brit. str.	1 m.	M. Courtney C. Lindbergh	BUTTERFIELD & SWIRE	
HANGHAI NAGASAKI KOBE & YOKOHAMA	GOEBEN	Ger. str. Brit/str.		B. Wilhelmi	BUTTERFIELD & SWIRE	On 7th April, at 4 I
2. 安全,在1. 电电子工作设置,表现了一个人,在1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Andalusia	Ger. str.	k. w.	Block	HAMBURG-AMERIKA LINIE BUTTERFIELD & SWIRE	On 8th April at I
· 中国 《 电电子 · 中国 · 《 电 · · · · · · · · · · · · · · · · ·	CHIRHUA SALAZIE	Brit. str. From str.		Magnen	MESSAGERIES MARITIMES	On 11th April, P.M. On 12th April
HANGHAL KUBE & TOROLLING	BOMBAY MARU	Ger. str.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Teranaka v. Hoff	HAMEURG-AMERIKA LINIE	On 21st April.
HANGHAL KUBE & IOKOHANA & KOBE	TRANQUEBAE	Dan. str.		A. Pander	JAVA-CHINA-JAPAN LIJH	Middle of April. Quick despatch.
	BOSHU MARU	Jop. str.		K. Sugi	OSAKA SHOSEN KAISHA DOUGLAS LAPBAIK & Co	To-morrow, at 10 A.M.
ANPING VIA SWATOW & FOOCHOW	HAIMUN	Brit str.	4 1 1/4 mg 4 1 1	W. C. Pasamore	DOUGLAS LAPRAIK & Co	On 1st April, at 10
WATOW, AMOU & FUOCHO.	TRAN	Brit. str.	im,	A. W. Outerbridge S. J. Payne	JARDINE, MATHESON & Co., LI	To-day, at 3 P.M. On 1st April, at 4
MANILA	LOONGBANG	Brit. Str.	10	A. Fraser	BUTTERFIELD & SWIRE	On 2nd April, at N On 5th April, at 3
MANILA MANILA	TAMING YUENSANG	Brit str.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P. H. Rolfo	JARDINE MATHESON & CO. LA	D. On 8th April at 4
MANILA	ZAPIRO in in	Brit atr.	• • •	R. Rodger	MELCHERS & Co	On 31st inst, at 9
KUDAT & SANDARARORE & COLOMBO		Jap. str	•	Y. Normura	NIPPON YUSEN KAISHA JARDINE, MATHESON & Co., L.	On 5th April.
SINGAPORE, PENANG & CALCUTTA	Kursang	Brit. str.	244		JARDINE, MATHEBON & Co., LI	D On 8th April, at N
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAL	Brit. str.			JAVA-CHINA-JAPAN LIJH	On 31st inst, at N Quick despatch.

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On 5th May.

On 11th June.

On 5th July.

Hongkong, 18th January, 1910.

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STRAMERS. About "COBLENZ" 2nd April Thursday, 31st Mar., at 9 A.M. KUDAT & SANDAKAN ... Capt. F. SEMBILL NAPLES, GENOA, ALGIERS, Wed'day, 6th GIBRALTAR, SOUTHAMPTON, April at Noon ANTWERP & BREMEN ...) SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ....

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FOR NEW YORK. "SIKH" ... On 29th March. FOR NEW YORK AND BOSTON. "DACRE CASTLE" ... On 12th April. For Freight and further information, apply to. DODWELL & Co., LTD.,

Hongkeng, 11th March, 1910. [296-312 HE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. LYMOUTH AND LONDON.

PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEBSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carryin His Majesty's will be despatched from this for Bombay &c., on SATURDAY, the 2nd April, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Companys s.s. "Mondonia," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer. proceeding direct to Marseilles and London: other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MANTUA," dua in London on the 13th May, 1910. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to Superintendent.

Hongkong, 21st March, 1910. JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO. (Taking through Cargo to Los Angeles.)

THE Steamship "STRATHSPEY' Will be despatched for the above Port on

For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 23rd March, 1910.

FOR WLADIWOSTOCK.

HE Steamship

or about the 2nd April.

"TUNGUS," Captain Halversen, will be despatched for the above Port on TUESDAY, the 5th April, 1910, at 4 P.M.

For Freight or Passage, apply to-HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 25th March, 1910.

SHIRE" LINE OF STEAMERS. LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

"GLAMORGANSHIRE." Captain H. C. Norris, will be despatched as above on or about 21st April. For Freight or Passage, apply to JARDINE, MATHESON, & Co., Ltd.,

Hongkong, 3rd March, 1910. THE AMERICAN AND ORIENTA

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.) THE Steamship

"INVERIC." will be despatched for the above Port on TUESDAY, the 26th April, 1910. For Freight apply to
ARNHOLD, KARBERG & Co.,

General Agenta. Hongkong, 15th March, 1910.

LABUAN COAL.

NOTICE-THIS COAL can only be-FRESH COAL straight from the Mines Steamers load at the vy harves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agenta. Hongkong, 12th August, 1909.

Cutler, Palmer & Go.'s



STEAM NAVIGATION COMPANY.

Shanghai		AM K228		RBNARRS
LONDON VIA USUAL PORTS)	DEVANDA		About 31st March  Noon 2nd 2	One Deside
LONDON and ANTWERP	Capt. H. Po	well	. f April j	Advertisons
ANG COLOMBO, PORT	MANTEA.	E. Maro, R.N.R	About 5th April.	Freight or
SAID and MARSEILLES			THE STAN	
For further Particular			E. A. HEV Superinte	VETT.
Hongkong, 25th March, 1910.				n

## CHINA NAVIGATION CO., LD.

	SAILINGS SUBJ	ECT TO ALTERATION.
	<b>WOD</b>	STHAMERS TO SAIL.
	MANILA	"TEAN" On 29th Mar., 3 P.M.
	SHANGHAI	
	BHANGHAI	The state of the s
	TIENTSIN	
	SHANGHAI	"LINAN " On 3rd April, D'light
	MANILA	"TAMING" On 5th April 3 P.M.
	SHANGHAI	"ANHUI" On 7th April, 4 P.M.
	BHANGHAI	"CHINHITA" Con TOLK A TOLK A TOLK
4	THE ARTER A PARENCE AREA CONTRACTOR	
.,	DAY ISLAND. COOKTOWN.	
	DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS-	"TAIYUAN" On 21st April, 4 P.K.
	BANE, SYDNEY & MELBOURNE	
		WEST RIVER Twing Weatler

SALLINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried BEDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the Statecooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN;

"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salbon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsus and Northern China Ports. N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36. BUTTERFIELD & SWIRE. For Freight or Passage apply to-Hongkong, 29th March, 1910 AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

	FOR	STEAMERS TO SAIL.
	* TIENTSIN VIA SWATOW, WEI-	
٠,	HAIWEI & CHEFOO	"CHIPSHING" Tuesday, 29th Mar., 4 P.M.
	+ SHANGHAI, KOBE & MOJI	"FOOKSANG" Friday, 1st April, Noon.
	MANILA	"LOONGSANG" Friday, 1st April 4 P.M.
	† BHANGHAI	· · · · · · · · · · · · · · · · · · ·
		"CHOYSANG" Sunday, 3rd April, D'light
		"HANGSANG" Sunday, 3rd April, D'light
	BINGAPOBE, PENANG & CALCUTTA	"KUTSANG" Monday, 4th April, Noon.
	SINGAPORE, PENANG & CALCUTTA	
	- MANILA	
	The state of the s	
	EETURN TO	URS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout

† Taking Cargo on through Bills of Lading to Yangtere Ports, Chefoo, Tientein & Newchwang Telephone No. 215, Bul. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 29th March, 1910.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

## SWEDISH EAST ASIATICCo., LD

GOTHENBURG.

SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STRAMERS DATE OF BAILING. DESTINATION SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR"..... Middle of April.

For Further Particulars apply to Honskong, 18th March, 1910.

Capt. W. C. Passmore

with Electric Light.

MELOHERS & CO. AGENTS.

# MENENADAD.

HONGKONG-SOUTH CHINA COAST PORTS.

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SWATOW, AMOY and STUESDAY, 29th Mar., at 10 A.M. "HAIMUN," "HAICHING" SWATOW, AMOY and FRIDAY, 1st April,
Capt. W. C. Passmore FOOCHOW.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR

BLAKE PIER). · Swatow for Passengers only.

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS. Hongkong, 25th March, 1910.

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EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, OHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK. Ttaking Cargo at Through Bates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black See and Baltic Ports.

and all North and South American Ports Also via Adan or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. FOR SHANGHAI, KOHE & YOROHAMA: S.S. ANDALUSIA... 8th April. 8.8. SILESIA ..... 21st April. S S. SENEGAMBIA ... 6th May.

HOMEWARD. FOR MARSEILLES & HAMBURG: S.S. SPEZIA..... 3rd April. FOR BOTTERDAM & HAMBURG:

S.S. C. FERD. LAEISZ 15th April. FOR HAVEE & HAMBURG: SUVERIA ... 18th May. 8.8. LIBERIA ... 15th April. Further Particulars, apply to-

Hongkong, 25th March, 1910.

HAMBURG-AMERIKA LINIE, Hongkong Office.

#### AMERICAN LINE. SOUTH

REGULAR STRANSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, BIG. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

... ... 10,500 tons gross ... Sail April 27th, at Noon. S.S. BUYO MARU ... 10,500 , ... ,, Oct. 22nd, at Noon.
Dec. 21st, at Noon. S.S. HONGKONG MARU ... 11,000 ... For particulars apply to

N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building. Hongkong, 31st January, 1910.

#### YUSEN KAISHA.

STEAMERS.



SAID ...

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.

MARSEILLES, LONDON and

PORE, PENANG,

COLOMBO and PORT

HITACHI MARU WED'DAY, 30th Mar., at Daylight Capt. N. Mathieson, 7,000 MIYAZAKI MARU WED'DAY, 13th 9,000 April, at Daylight Capt. T. Murai, KITANO MARU WED'DAY, 27th Capt. F. E. Cope, April, at Daylight.

SAILING DATES.

TUESDAY, 29th

TUESDAY, 26th

TUESDAY, 12th

WED'DAY, 13th

April, at Noon.

April.

Mar., at Noon.

KAMAKURA MARU SATURDAY, 23rd VICTORIA B.C. & SEATTLE Capt. K. Kori.

Capt. S. Ishikawa,

VICTORIA, B.C. and (§ AWA MARU SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, ] 5 INABA MARU and YOKOHAMA ...

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

Capt. K. Kawara, April, at Noon. YAWATA MARU FRIDAY, 15th April, at Noon. Capt. T. Sekine, NIKKO MARU FRIDAY, 13th May, Capt. M. Yagi,

SADO MARU KUBE and YOKOHAMA Copt. S. Hiortdahl, BOMBAY via SINGAPOREST TOSA MARU and COLOMBO

THURSDAY, 31st Mar, at Noon. TUESDAY, 5th

Capt. Y. Nom .ra, BOMBAY MARU SHANGHAI and KOBE Capt. Teranaka,

NAGASAKI, KOB? NIKKO MABU YOKOHAMA ... Capt. M. Yagi,

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For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 28th March, 1910.

KUSUMOTO, MANAGER. [13

## CHINA STEAMSHIP COMPANY, LIMITED.

	STEAMSHIP TONS	. CAPTAIN	POR	SAILIN	G DATE.
100		0 A Fraser 0 R Rodger	Manila Manila	On 2nd A	pril, Noon pril, Noon
45	For Freight or Passage s Hongkong, 28th March, 19	ipply to 10.	SHE	WAN, TOME: General Manage	3 & Co.,
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The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE STRAMERS LEAVES. ANPING VIA SWATOW "SOSHU MARU" WED'DAY, 30th Mar. & AMOY Capt. K. Sugr at 10 A.M. SHANGHAI VIA SWATOW "BUJUN MARU" THURSDAY, 31st Mar. AMOY & FOOCHOW Capt. Y. FUSENO at 8 A.M.

Fair Speed. Superior Pessenger Accommodation. Electric Light throughout. The Newly Built Steamers: "CHOSHUM MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA. MANAGER

#### SHIPPING IN PORT.

UTEAMERS. ANTILOCHUS, British str., 5,792, A. R. Stewart 23rd Mar.—Tacoma 23rd Feb. General— Butterfield & Swire. ANTUNG, Norwegian str., 904, Ole O. Danielsen,

7th March-Chinkiang 2nd Mar., Ground. nuts-Asgaard, Thoresen & Co. Asia, British str., 2,936, Harry Gaukroger, 24th March—San Francisco 23rd Feb., General-P. M. S. S. Co. ATLANTIC, American str., 961, E. de Orezco,

22nd March-Manila 18th March-J. M. Awa Maru, Japanese str., 3.912, S. Ishikawa, 20th Mar.—Shanghai 17th March, General -Nippon Yusen Kaisha.

AVMERIC, British str., 2,789, J. Boyd, 18th March-Puget Sound 13th March, General -- Dodwell & Co BENGLOE, British etc., 1,933, W. A. Guy. 23rd

March—Shanghai 18th March, Coal— Mitsui Bussan Kaisha. BORNEO, German str., 1,344, T. Sembill, 23rd March—Sandakan 18th March, Timber and Rattan—Melchers & Co. CARL DIEDERICHSEN, German str., 774, J.

Keyser, 26th Mar,—Haiphong and Hoihow 25th March, General - Jebsen & Co. 7,000 April, from Kobs. Cathay, Danish str., 2,648, Kruse, 19th March-Singapore 11th March, General-Melchers & Co. CATHEBINE APCAR, British str., 1,730, G. F.

Hudson, 22nd March — Singapore 15th March, General—David Sassoon & Co. CEYLON MARU, Japanese str., 4,142, F. L. Pyne, 27th March-Bombay 11th March-

Nippon Yusen Kaisha CHANGCHOW, British str., 1,202, Rees Lewis, 24th March-Tonrane 21st March, Coal-Butterfield & Swire. CHIPSHING, British str., 1,199, F. Mooney,

23rd March-Tientsin 15th, Chefoo 16th and Weihaiwei 18th March, General-Jardine, Matheson & Co. CHIYUEN, Chinese str., 1,171, C. Stewart, 19th March-Shanghai 15th March, General-

C. M. S. N. Co. Competition, British str., 2,216, W. W. Mel-

ham, 18th March - Mauritius 21st Feb., Sugar-Jardine, Matheson & Co. DAGNY, Norwegian str., 883, Solveson, 19th March-Kwang Yen 15th March, Cement Stone-Asgaard, Thoresen & Co.

DER OF OGIL, British str., 2,522. H. C. COAL DEPARTMENT. Hemming, 22nd March-New York 30th December, Case Oil-Standard Oil Co. FIUME, British str., 839, H. Nilsen, 23rd Mar. -Saigon 18th March, Rice and General-Barretto & Co.

FURURA MARU, Jap. str., 3,639, S. Kumawaki, 24th March Moii - Coal Mitani Bussan Kaisha.

GERMANIA, German str., 500, C. Jepsen, 22nd March South Sea vin Sydney 27th Jan. Copra - Siemssen & Co. HAIMUN, British str., 636, J. W. Evans, 27th

March-Foochow, Amoy and Swatow 26th March, General-Douglas, Lapraik & Co. HEIMDAL, Norwegian str., 792, Johnson, 24th Mar.—Saigon 20th Mar., Rice—Asgaard, Thoresan & Co. Honemon, Brit. etr., 2,555, R. S. Bainbridge,

24th March - Singapore 18th March, General-Joo Teck Beng. HUNAN, British str., 1,143. Wm. Benson, 21st March-Wuhu and Chinking 16th Mar., General-Butterfield & Swire.

Ivo Manu, Japanese str., 3,918, T. L. Harrison, 14th March—London via Singapore 7th March, General—Nippon Yusen Kaisha. KACHIDATE MARU, Japanese str., 2,128, Y. Yamaguchi, 25th March—Moji 19th Mar.,

Coal-Ataka & Co. Konsichano, Germanstr., 1,292, O. Scheidling. 24th March—Bangkok and Hoihow 23rd March, Rice—Butterfield & Swire. KWANGSE, British str., 1,228. C. P. Cole, 10th

March—Wakamatsu 4th March, Coal— Mitsui Bussan Kaisha KWANGTAH, Chinese str., 1,536, W. H. Lunt, 23rd March-Shanghai 20th March, General-C. M. S. N. Co.

27th Mar.—Manila 24th March, Hemp and General-Jardine, Matheson & Co. Maroa, British str., 4,467, Adams, 26th March

-New York, Kerosene Oil-Standard Oil Mausang, British str., 1,644, G. S. Weigall, 17th March-Sandakan 12th March, Logs and General-Jardine, Matheson & Co.

MICHAEL JESSEN, German str., 951, J. Peter-sen, 24th March-Swatow 23rd March, Ballact, Jobson & Co. NIPPON, Austrian, str., 4,014, Tarcbochia, 24th March Shanghai 21st March, General Sander, Wieler & Co.

PAOTING, British str., 1,270, Jones, 10th March —Saigon 4th March, Rice and Peddy—Butterfield & Swire. PITBANULOK, German str., 1,067, D. Reimers,

27th March—Bangkok 20th March, Rice—Butterfield & Swire. PRINZ SIGISMUND, German str., 1,944, D.

Lenz, 27th March—Nagasaki 22nd March, General—Melchers & Co. PRUTH, British str., 2,067, Gass, 3rd March—Saliff 1st February, Salt—Dodwell & Co. RAJAH, German str., 1,275, H. C. Reher, 24th March-Bangkok and Kohsichang 17th

March, General-Order. Signal, German str., 907, G. Schlaikier, 23rd March-Saigen 18th March, Rico, Paddy and Meal-Jebsen & Co.

Soshu Maru, Japanese str., 1,805, Y. Yamamoto, 26th March-Anping, Amoy and Swatow 25th Mar., General-Osaka Shosen zecuven, British str., 1,342, Sidford, 25th

Murch-Hongay 23rd March, Coal-C. M. 8. N. Co. AISHAN, British str., 1,140, J. F. Laing, 5th March-Hongay 3rd March, Coal and Coment-Bradley & Co.

TAIWAN, British str., 1,042, A. Jenkyns, 25th Murch — Saigon 20th March, General— Fran, British str., I,350, Outerbridge, 25th March — Manila 22nd March, General— Butterfield & Swire.

THOEDIS, Norwegian str., 1,091, F. Jorgensen, 25th March-Bangkok via Swataw 24th March, Rice-Asgaard, Thoresen & Co. VICTORIA, Swedish str., 989, Thor. Eckert, 26th March-Kwang Yen 23rd March, Cement Stone-Wallem & Co.

YEBIMO MARV, Japanese str., 2,350, 20th March-Moji 14th March, Coal-Osaka Shosen Kaisha.



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AGENCIES :-YOKOHAMA: M. ASADA, Esq. CHINKIANG: Mesers, GEARING & Co. MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to H. OISHI, Manager,

No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

ON SALE.

#### THE FIFTY YEARS Lincater. British str., 2,347, C. S. Jackson, 19th March—New York via Port Natal ANGLO-CHINESE CALENDAR 27th Dec, Case Oil—Standard Oil Co. Loongsang, British str., 1,092, F. Wheeler. 日歷英中年十五

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The Assaye, with the English mail of the 4th instant, left Singapore on Saturday, the 26th inst., at 9.30 s.m., and may be expected here on or about Thursday, the 31st inst., at 6 a.m. The parcel mails closed in London for despatch by the all sea route on the 23rd February. and for despatch overland on the 2nd March.

FOR	PB4	1 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Haimun	Tuesday, 29th, 9.00 A M
Swatow, Amoy and Fooellow Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle	Awa Maru	Tuesday, 29th, 10.00 A M
SIBERIAN MAIL TO EUROPE		Tuesday, 29th, 10.00 A M
SIDE INCIDENT	Finne	40.00
Baigon Weihaiwei and Tientsin	Chipshing	Tuesday, 29th, 10.00 4 m
Addition pire was a		Tuesday, 29th,
		Printed Matter and Sam-
		Registration 10.00 A M
EUROPE, &c., India via l'uticorin Extra		(Registration, with late
		fee of 10 cents, up to
Postage 10 cents.)	Tonkin	100 of 10 bears, 12
The state of the s		10.45 A m) Registration, Kowloon
A BAR WELD BIRTH BUILDING STORY		B.O 10.00 A M
included in this contract mail.)		No late fee.
		Letters 11.00 A M
	4	7.00
	Tean	Tuesday, 29th, 2.00 P M
	Tamsui	Tuesday, 29th, 3.00 P M
Swatow, and Shanghai	Wingsang	"I marday 29th. 5.00 P M
Shanghai Singpapore, Penang and Colombo	Hitachi Maru .	Wednesday, 30th, 11.00
	Michael Jebsen	1 Wadmorday JULL D.VV P AL
The said Hotphoner	. C. Diederichsen	1 mbareday 31st LLUV A.M.
Singapore, Penang and Calcutta		11ct 300 P M
	Kueichow	Thursday, 31st, 3.00 P M
Tientsin Shanghai	Chenan	-: APRIL:-
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Translater	Haiching	THE TAX A SECOND
Bwatow, Amoy and Foochow	Foolesang	Friday, lat, 3.00 P M
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BRANGHAL, NAGASAKI, KOBE, YOKOHAMA		fee of 10 cents, up to
HONOLULU and SAN FRANCISCO	Asia	9.45 A M)
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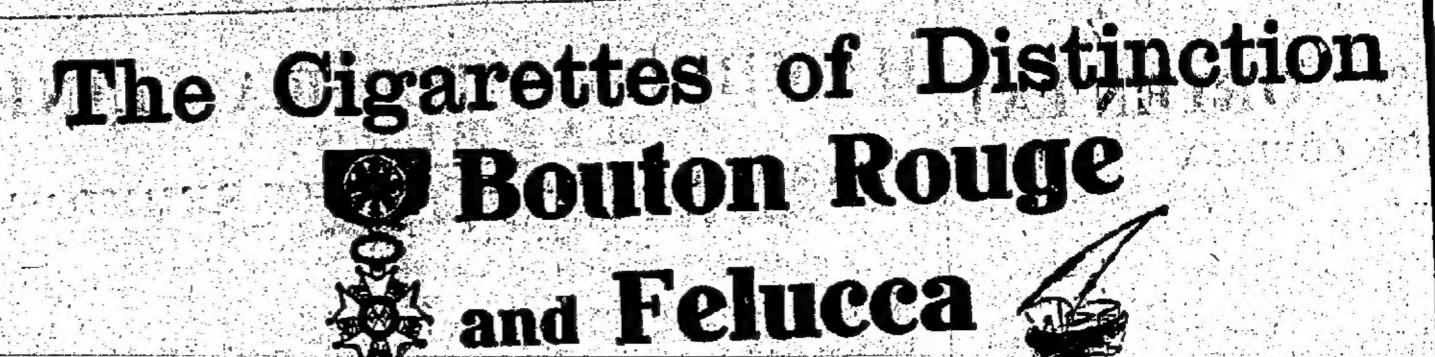
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Hongkong, Ma	<b>RCH 24тн</b> ,	1910.	es	
STOCKS.	NO. OF BHARUS.	VALUE.	PAID UP.	TIONS CASH.
		S (5.50)		, \$955, bayers
BANKS.	120,000	\$125	ell	£89.
Hongkong & Shanghai Bank Corporation	99,925	£7	£6	\$76, buyers
National Bank of China, Limited	8,604	12/6	12/6	\$10, buyers
Bell's Asbestos Eastern Agency, Limited	60,000	\$12	812	193, buyers
China Borneo Company, Limited	50,000	\$10 \$1	\$10 \$1	\$6, sales
China Light and Power Company, Limited.	50,000 200,000	310	\$10	\$81, sales
China Provident, Loan & Mortgage Co., Ld	200,000	12.		
	20,000	Tls. 50		
Ewo Cotton Sping. & Weaving Co., Ld	125,000	\$10 Tls. 75		
T. L. W. Serger I WITTON MINIMULTAR VVII	10,000	Tls. 100	Tls. 100	Tls. 71.
Laou-Kung-Mow C. Spin & Weay Co., Lid Soy Chee Cotton Spinning Co., Limited	2,000	T18. 500	1	
Dairy Farm Company, Limited	40,000	\$73	\$6	\$18, buyors
The same will be a street of the same of t	60,000	\$50	all	\$601, sellers
THE THE PARTY OF THE PARTY AND	50,000	\$50	All	\$59, sellers
Hongkong and Whampon Dock Con-	10,000	86)		Tla. 82.
DESCRIPTION OF STREET PROBLEMS OF STREET	55,700 36,000	The same of the first		) Tls. 115, x.d.
Shanghai and Hongkow What Co., 22	18,000		0.00	\$10, sollers
Lenwick & Co., Limited	400,000	S. 18. 18. 18.	nie.	63, sales
Green Island Cement Co., Limited	7,000		o all	
Handley and China Gas Co., Limited	60,000	\$1	0 \$10	
Hongkong Electric Co., Limited	12,000	850	\$50 \$25	\$85, sellers
Hongkong Hotel Company, Limited	8,000 5,000	\$2	5 all	\$165, sellers
Hongkong Ice Company, Ilimited Hongkong Rope Manufacturing Co., Limited		T	0 11	
	10,00	0 825		
Canton Insurance Office Co., Limited	20,00	0 810	***************************************	5 392, buyers
		825	50 85	0 83372, sales.
Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited	10,00	0 C	15 £	5 Tls. 115, Non 3 5910, sellers
North-China Insurance Co., Interest	12,40	00 32	100	The second second second
Yangtsze Insurance Association, Limited	d 12,00			
LANDS AND BUILDINGS.— Hongkong Land Invest. Agency Co., Lo		30 810	00 \$10	3101, sellers
Hongkong Land Invest. Agency Co., La	150 0	70 35	10 Bl	1 504, Duyers

Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. \$30 \$28, buyers Kowloon Land and Building Co., Ld. ... Tls. 50 Tis. 106. Tls. 50 Shanghai Land Investment Co., Limited \$50 \$423. 12,500 West Point Building Co., Limited \$625, buyers Fcs. 250 SociétéFrançaise desCharb'ges du Tonkin 16,000 163, buyers Raub Australian Gold MiningCo., Id ... 200,000 \$141, sal. & buy. 25,000 Peak Tramways Co., Limited ... 50,000 \$102, buyers Philippine Co., Limited \$173, sal. & buy. \$100 REFINERIES -China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited 20,000 \$29, sellers \$100 350 \$50, sellers Robinson Piano Co., Limited ... \$25 | \$7, sellers STEAMBRIP COMPANIES.— China and Manila Steamship Co., Ld. ... \$25 \$50 30,000 all \$31, sellers \$15 \$301, sales Douglas Steamship Co., Limited Hongkoug, Canton & Macao S.B. Co., Ld. 65, sal. L'don ±5.10. 50,000 pref. Indo-China Steam Navigation Co., Ld 60,000 dof. £1 88 - buyers 2,000,000 Shell Transport & Trading Co., Limited. \$25, sal. A se 1 \$142, sellers Star Ferry Company, Limited 10,000 \$25, huyers 6,000 South China Morning Post, Limited 5, bayers Steam Laundry Company, Limited ... STORES AND DISPENSARIES .-810. 87 23, buyers Campbell, Moore & Co., Limited 15,000 \$10 \$41, sellers Wm. Powell, Limited ... 10,000 87, sellers Watkins, Limited A. S. Watson & Co., Limited .... 90,000 510, buyers United Asbestos Oriental Agency, Limited, 9,900 ordy, \$10 29, sellers. Union Waterboat Co., Limited ... RUBBERS. Balgownies ... Castlefields, fully paid

Consolidated Malays Damansaras .... 7/6 prem. Highlands and Lowlands Kuala Lumpur

Chinese Imperial 1886 VERNON & SMYTH, Share-Brollers

TO DAY. 3 P.M.—Auction of Property at Sales Rooms, by Mr. Geo. P. Lammert. 5.30 P.M.-Consecration of Protestant Cometory, Happy Valley.

P.M.—New No. 1 Bandmann Opera Co. at. Theatre Royal.—"The Dollar Princess."

FORTHCOMING EVENTS. Wednesday, 30th March-Buffs Regimental Sports. Annual Meeting Hongkong Volunteer Reserve Association, 5.30 P.M. Saturday, 2nd April—Annual Devonian Dinner of Devonian Society, at Hongkong Hotel. Wednesday, 13th April—Thirty-Seventh Ordi-nary Yearly Meeting of Union Insurance

Society of Canton, Ltd. Wednesday, 13th April-Forty-Fourth Yearly Ordinary Meeting of China Traders Insurance Co., Ltd.

#### COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

March 24th. ON LONDON :-

Bank Bills, at 30 days sight ......1/98 Bank Bills, at 4 months sight ... 1/9-18 ON PARIS :--Bank Bills, on demand ......2213 Credits, at 4 months' sight ...... 225 ON GERMANY:-ON NEW YORK :-Credits, at 60 days' sight ...........43% ON CALCUTTA :-ON YOUGHAMA: On demand ......... 86 ON MANILA :- On demand-Pesos-861 ON SINGAPORE :- On demand ......743 

Messrs F. M. G. de Cruz, W. Hadley, A. Heise, Hongkong ... 20 .....\$8.70 Hongkong ... 10 Per Fooksang, from Calcutta, &c., for Hongkong, Misses C. Simonds and A. G. Bowden Smith, Rev. F. N. Engle, Rev. J. M. Sheet, Quotations are:-

Shanghai, Mr C. Cousan; for Kobe, Captain S. B. Combe. Per Rubi, from Manila, Mr and Mrs Kerr Mr and Mrs McIntyre, Mrs Cummings, Mrs S. Wright, Mrs Kanneberg, Mrs Darby, Mrs Dannan F. Marin, Mrs McClean and infant, Messrs A. Kurngle, W. G. Blackil, W. Cantley Ch. Block, Greilsamuve, C. I. Parker, D. Walker, Clifton Robinson, Ohtani, Griffith and Atkinson.

FABRIQUE DE

LICARETTES EGYPTIENNES

PASSENGERS.

ARRIVED.

Per Kucichow, from Tientsin, Mr Hornaby.

Per Singan, from Haiphong, &c., Mr Lallin.

and child, Capt, Brymer and Mr Klop.

Naroomal, J. Kumazawa and R. Imeaura.

Mesers W. D. Coull and L. D. Whiffin; for

Barker, Horn and John Haser.

STEAMERS PASSED THE CANAL. March 1st Benalder, Glenroy, Inveresk, Monmouthshire, Myrmidon, Sardinia. 4th-Oceanies, Priam. 8th Aragonia Astyanan, Belgravia, China, Kennebec, Sado Maru, Sumatra. 11th-Andalusia, Ching Wo, Deucalion, Nore. 15th Benavon, Goeben, Palawan. 18th-Hirano Maru, Mishima Maru, Salazie, Meinam, Nyanza, Pali Ling, Seneca.

ARRIVALS AT HOME. March 22nd-Brasilia, Ping Suey, John Hardie, Vandalia.

HONGKONG TIDE TABLE.

From March 20th to 4th April, 1910. LOW WATER. HIGH WATER. Hongkong Moon Time. Houghoug Mean Time. Wed, nor low No inferior por low witer. No inferior nor low water. No interior high

HONGKONG METEOROLOGICAL,

Hongkong Observatory, March 28th Brevlous Day On Date at On Date at 6 p.m. 80.04 29 94 Barometer .... Temperature ... Humidity ..... Wind Direction Force ... Weather .... Highest open air Temperature on 27th ..... 75

Lowest open air T. mperature on 27th .... 63

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> March 24th. \$2,810/2,820 Persian fine quality

VESSELS EXPECTED.

THE INDIAN MAIL. The Indo-China str. Kumsang from Galcutta. and the Straits left Singapore for this port on the 25th inst. THE CANADIAN MAIL.

The C.P.R. str. Empress of China arrived at Yokohama at 7 a.m. on Friday, the 25th inst., Yorck. 22nd-Breconshire, Glenlegan, Kaisow, and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 26th THE ENGLISH MAIL.

The P. & O. str. Assays left Singapore for this port on the 26th instant, at 9.30 a.m., with the outward English Mails, and is due here on the 31st instant, at about 6 a.m. THE AUSTRALIAN MAIL. The I.G.M. str. Coblens left Yap on the 28th.

inst, at 7 a.m., and may be expected here on or about the 4th prox. THE AMERICAN MAIL.

The P.M. str. Mongolia left Yokohama on the 26th inst., and is scheduled to arrive at. Hongkong on the 8th prox. MERCHANT STEAMERS. The Bank Line Ltd's, str. Suveric left Vanconver on the 13th instant for Hongkong via

Japan ports.
The Mogul Line str. Atholl left the United Kingdom on the 12th inst. for Hongkong via The str. Glenroy left Singapore on the 24th inst, and is due here on or about the 31st inst.

The O.S.K. str. Scattle Maru left Tacoma. for this port via Japan and Manila on the 4th inst,, and is expected to arrive here on or about. the 12th prox.

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